

# **FINDING OF NO SIGNIFICANT IMPACT/ MITIGATED NEGATIVE DECLARATION**

## **State Route 118 (Ronald Reagan Freeway) Rocky Peak Road Eastbound Off-Ramp and Westbound On-Ramp**



In the City of Simi Valley  
from 3.3 km east of Kuehner Drive  
to 3.5 km west of Topanga Canyon Road (SR 27)

07-VEN-118-KP R51.5/52.3 (PM R32.0/32.5)

EA: 223800



**December 2002**



**FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR  
STATE ROUTE 118/ROCKY PEAK ROAD**

The proposed project is located in the City of Simi Valley in Ventura County. It consists of the construction of the westbound on-ramp and the eastbound off ramp for State Route 118 at the Rocky Peak Road Overcrossing. The construction of these ramps would bring it to a full interchange.

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact (FONSI) is based on the attached environmental assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

  
for Jeffrey W. Kolb, Chief  
District Operations - South

12/2/02  
Date

State of California  
Department of Transportation

SCH Number: 2001121100  
07-VEN-118-KP 51.5/52.3  
(PM 32.0/32.5)

### Negative Declaration

Pursuant to: Division 13, Public Resources Code

#### *Project Description*

The California Department of Transportation (Caltrans) proposes to construct the eastbound off-ramp and westbound on-ramp of State Route 118 at the Rocky Peak Road Overcrossing. Each ramp would be constructed as a single-lane ramp with the off-ramp transitioning to two lanes at the ramp terminus, and a ramp-meter would be installed on the westbound on-ramp.

#### *Determination*

Caltrans has prepared an Initial Study, and has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

- There would be no significant adverse effects on topography or erosion as a result of this project.
- Energy or use of natural resources would not be significantly affected by this project.
- Floodplains, wetlands, and water quality would not be significantly affected by this project.
- No significant impacts on agriculture, land use, or anticipated growth would originate from this project.
- No significant impacts on economic stability, employment, traffic, or parking would result from this project.
- Neighborhoods, schools, public or recreational facilities, public utilities, or heritage and scenic resources would not be adversely affected by this project.
- There would be no adverse effects on archaeological, historical, or cultural resources, parkland, recreational or scenic areas.
- There would be no adverse effects on geology and soils, air quality, noise, visual, and property displacement impacts.
- Implementation of measures to minimize harm would reduce potential biological impacts to a level below significance.



Ronald J. Kosinski  
Deputy District Director  
District 07, Division of Environmental Planning  
California Department of Transportation

Dec 2, 2002

Date

In the County of Ventura, improvements are proposed at the Route 118/Rocky Peak Interchange  
from 3.3 km east of Kuehner Drive to 3.5 km west of Topanga Canyon Blvd. (SR 27)

## **ENVIRONMENTAL ASSESSMENT/ INITIAL STUDY**

Submitted Pursuant to: (State) Division 13, Public Resources Code  
(Federal) 42 USC 4332(2)(C)

**U.S. DEPARTMENT OF TRANSPORTATION**  
Federal Highway Administration,  
**THE STATE OF CALIFORNIA**  
Department of Transportation, and  
**VENTURA COUNTY TRANSPORTATION COMMISSION**

---

**Ronald J. Kosinski**  
Deputy District Director  
Division of Environmental Planning  
California Department of Transportation

---

Date of Approval

---

**Cesar Perez**  
Senior Transportation Engineer  
Federal Highway Administration

---

Date of Approval

## Negative Declaration

Pursuant to: Division 13, Public Resources Code

### *Project Description*

The California Department of Transportation (Caltrans) proposes to construct the eastbound off-ramp and westbound on-ramp of State Route 118 at the Rocky Peak Road Overcrossing. Each ramp would be constructed as a single-lane ramp with the off-ramp transitioning to two lanes at the ramp terminus, and a ramp-meter would be installed on the westbound on-ramp.

### *Determination*

Caltrans has prepared an Initial Study, and has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

- There would be no significant adverse effects on topography or erosion as a result of this project.
- Energy or use of natural resources would not be significantly affected by this project.
- Floodplains, wetlands, and water quality would not be significantly affected by this project.
- No significant impacts on agriculture, land use, or anticipated growth would originate from this project.
- No significant impacts on economic stability, employment, traffic, or parking would result from this project.
- Neighborhoods, schools, public or recreational facilities, public utilities, or heritage and scenic resources would not be adversely affected by this project.
- There would be no adverse effects on archaeological, historical, or cultural resources, parkland, recreational or scenic areas.
- There would be no adverse effects on geology and soils, air quality, noise, visual, and property displacement impacts.
- Implementation of measures to minimize harm would reduce potential biological impacts to a level below significance.

---

Ronald J. Kosinski  
Deputy District Director  
District 07, Division of Environmental Planning  
California Department of Transportation

---

Date

## Table of Contents

<b>Chapter 1 Purpose and Need .....</b>	<b>1</b>
1.1 Introduction.....	1
1.2 Purpose and Need .....	3
1.3 Project Background.....	3
1.4 Capacity Issues.....	3
<b>Chapter 2 Alternatives.....</b>	<b>5</b>
2.1 Alternative Development Process.....	5
2.2 Project Alternatives.....	5
2.2.1 Alternative 1 - No Build.....	5
2.2.2 Alternative 2 – Build (Preferred) .....	5
<b>Chapter 3 Affected Environment, Environmental Consequences, and Mitigation... </b>	<b>11</b>
3.1 Technical Studies, Plans and Reports .....	11
3.2 Environmental Factors Potentially Affected.....	13
3.3 Environmental Checklist.....	13
3.2.1 Aesthetics:.....	14
3.2.2 Agricultural Resources:.....	15
3.2.3 Air Quality: .....	16
3.2.4 Biological Resources: .....	19
3.2.5 Historical and Cultural Resources: .....	25
3.2.6 Geology and Soils: .....	26
3.2.7 Hazards and Hazardous Materials: .....	29
3.2.8 Hydrology and Water Quality:.....	30
3.2.9 Land Use and Planning: .....	36
3.2.10 Mineral Resources: .....	37
3.2.11 Noise: .....	38
3.2.12 Population and Housing: .....	41
3.2.13 Public Services:.....	42
3.2.14 Recreation: .....	45
3.2.15 Transportation/Traffic:.....	46
3.2.16 Utilities and Service Systems:.....	51
3.2.17 Mandatory Findings of Significance:.....	52
<b>Chapter 4 Coordination and Consultation .....</b>	<b>58</b>
4.1 Scoping .....	58
4.2 Public Circulation .....	58
<b>Chapter 5 List of Preparers .....</b>	<b>61</b>
<b>Chapter 6 Circulation List and Document Availability.....</b>	<b>63</b>
6.1 Mailing List.....	63
6.1.1 Elected Officials.....	63
6.1.2 Agencies.....	63
6.1.3 Businesses/Organizations.....	64
6.2 Document Availability.....	65

<b>Appendix A</b>	<b>Title VI Policy Statement1</b>
<b>Appendix B</b>	<b>Notice of Scoping/ Initiation of Studies Letter</b>
<b>Appendix C</b>	<b>Scoping Comments Received3</b>
<b>Appendix D</b>	<b>Noise Measurement Site Map</b>
<b>Appendix E</b>	<b>Sound Pressure Table</b>

<b>Appendix F</b>	<b>List of Abbreviated Terms</b>
<b>Appendix G</b>	<b>Summary of Measures to Minimize Harm</b>
<b>Appendix H</b>	<b>Public Noticeviii</b>
<b>Appendix I</b>	<b>Written Comments and Response</b>

## **List of Figures**

<b>Figure 1-1 Project Vicinity Map .....</b>	<b>1</b>
<b>Figure 1-2 Project Location Map .....</b>	<b>2</b>
<b>Figure 2-1 Alternative 1 (No Build)– Layout .....</b>	<b>7</b>
<b>Figure 2-2 Alternative 2 (Build)– Layout .....</b>	<b>8</b>
<b>Figure 2-3 Alternative 2 (Build) - Cross Sections .....</b>	<b>9</b>
<b>Figure 3-1 Fault Locations Map.....</b>	<b>28</b>
<b>Figure 3-2 Flood Insurance Rate Map.....</b>	<b>35</b>
<b>Figure 3-3 Wildlife Corridors Map.....</b>	<b>54</b>

## **List of Tables**

<b>Table 1-1 Traffic Projections - 2025 .....</b>	<b>4</b>
<b>Table 1-2 TASAS from July 1997 to June 2000.....</b>	<b>4</b>
<b>Table 3-1 State and Federal Ambient Air Quality Standards.....</b>	<b>18</b>
<b>Table 3-2 Noise Abatement Criteria/Federal Highway Administration .....</b>	<b>40</b>
<b>Table 3-3 LOS Criteria for Signalized and Unsignalized Intersections .....</b>	<b>47</b>
<b>Table 3-4 Summary of Peak Hour Intersection Performance.....</b>	<b>48</b>

# Chapter 1 Purpose and Need

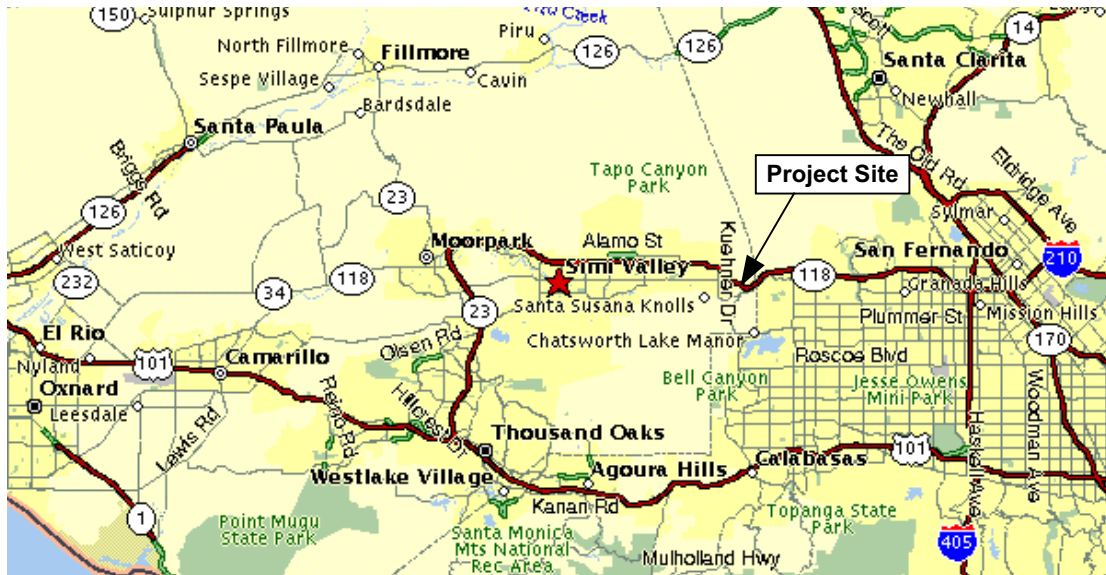
Note: A vertical line in the margin indicates changes in the text from the original Draft Environmental Assessment/Initial Study.

## 1.1 Introduction

State Route (SR) 118 is an interregional highway and freeway that traverses the unincorporated areas of Ventura and Los Angeles Counties and the cities of San Buenaventura (Ventura), Moorpark, Simi Valley, Los Angeles and San Fernando. It is 46 mi. (75 km) in length, of which 32 mi. (52 km) are in Ventura County and the remaining 14 mi. (23 km) are in Los Angeles County (see Figure 1-1, Project Vicinity Map below).

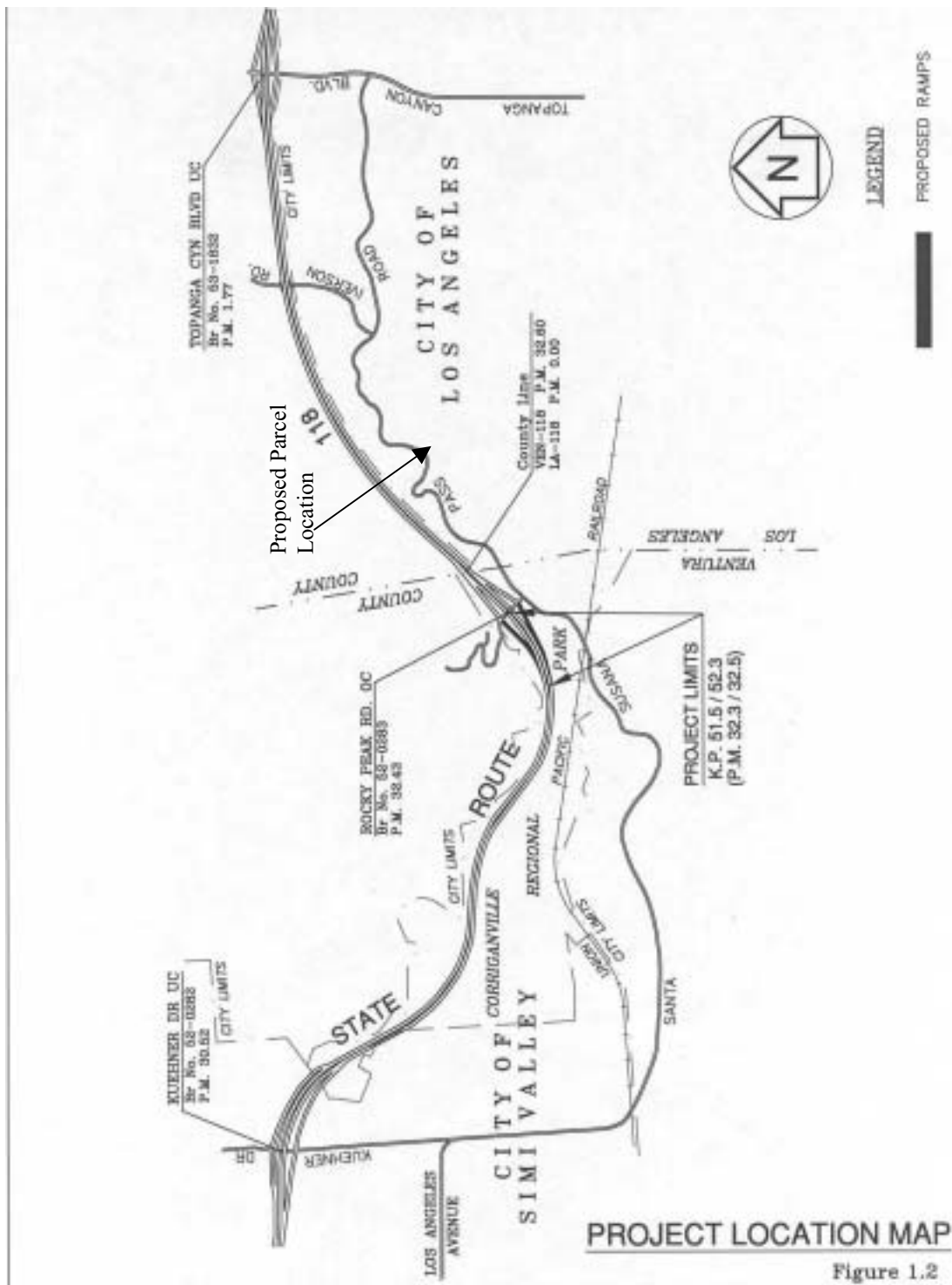
The California Department of Transportation (Caltrans) proposes to construct the westbound (WB) on-ramp and the eastbound (EB) off-ramp for State Route 118 (SR 118) at the Rocky Peak Road Overcrossing. The limits of the project are from 2.05 mi (3.3 km) east of Kuehner Drive to 2.17 mi (3.5 km) west of Topanga Canyon Boulevard, located in the City of Simi Valley, County of Ventura (see Figure 1-2, Project Location Map on the following page). The proposed ramps would complete the west half of the interchange of SR 118 and Rocky Peak Road.

Figure 1-1 Project Vicinity Map





### Figure 1-2 Project Location Map



## **1.2 Purpose and Need**

Kuehner Drive, west of Rocky Peak Road, and Topanga Canyon Boulevard, east of Rocky Peak Road, have full interchanges on SR 118. Currently, emergency vehicles responding to accidents between Kuehner Drive and Rocky Peak Road on the westbound (WB) SR 118 have to travel eastbound (EB) on SR 118 to the Topanga Canyon Boulevard exit and return on WB SR 118 to access the site. The proposed project is intended to achieve the following goals:

- Improve safety.
- Reduce the response time for emergency vehicles responding to calls on WB SR 118.
- Allow commuters to use Santa Susana Pass Road as an alternate route in case of freeway closures.
- Conform to state, regional and local plans and policies.

## **1.3 Project Background**

The Rocky Peak Road Overcrossing was built in 1968 along with its east half interchange on SR 118. The west half interchange was rough graded and gates were placed across the entrances to deny any ramp access. The overcrossing structure connects to the two-lane, Santa Susana Pass Road on the south side of the freeway and dead-ends into a fire road on the north side. Currently, a “STOP” sign controls the Rocky Peak Road/Santa Susana Road intersection.

A letter dated January 25, 2001, from Ventura County Transportation Commission (VCTC) to Caltrans Project Management Office requested that this project move forward with the SR 118 Widening - Tapo Canyon Road to the Los Angeles County Line project (EA: 116791). Project Description

Caltrans proposes to construct the WB on-ramp and the EB off-ramp for SR 118 at Rocky Peak Road Overcrossing. The construction of these ramps would bring it to a full interchange. Each ramp would be constructed as a single-lane ramp with the off-ramp transitioning to two lanes at the ramp terminus. A ramp-meter would be installed on the WB on-ramp.

## **1.4 Capacity Issues**

Caltrans used the Transportation Analysis and Los Angeles Regional Transportation Study (LARTS) travel model to determine existing and future traffic projections (see Table 1-1). Currently, the six-lane section of SR 118 at Rocky Peak Road is carrying approximately 107,000 Average Daily Traffic (ADT) volume with a projected ADT

of 286,800 for the year 2025. The 2025 ADT forecast for the proposed ramps is 980 for the WB on-ramp and 929 for the EB off-ramp.

**Table 1-1 Traffic Projections - 2025**

LOCATION	Existing ADT	Year 2025 ADT
SR118 kp 30.8/32.6 (mainline)	107,000	286,8000
Existing EB On-Ramp ADT @ Rocky Peak Rd.	1200	1581
Existing WB Off-Ramp ADT @ Rocky Peak Rd.	910	1303
Future EB Off-Ramp ADT @ Rocky Peak Rd.	*	929
Future WB On-Ramp ADT @ Rocky Peak Rd.	*	980

Source: Transportation Analysis and Los Angeles Regional Transportation Study (LARTS)

The accident history for the existing area was reviewed using Caltrans Traffic Accident Surveillance and Analysis System (TASAS) for the 36-month period from July 1997 through June 2000. The accident history is summarized in Table 1-3.

According to the TASAS, the accidental rate during the last three years on the EB and WB mainline of SR 118 is lower than the normal rate. The main reason for these accidents is speeding, and most of them were either hit-object or rear end collisions.

**Table 1-2 TASAS from July 1997 to June 2000**

LOCATION Limits: kp	TOTAL No. of accidents	ACTUAL ACCIDENT RATES (million vehicles/kilometer)			AVERAGE ACCIDENT RATES (million vehicles/kilometer)		
		Fatalities	Fatalities + Injuries	Total	Fatalities	Fatalities + Injuries	Total
EB - SR 118 (30.52/32.53)	84	2	0.19	0.70	0.016	0.33	0.82
WB - SR 118 (30.52/32.53)	93	2	0.26	0.78	0.016	0.33	0.82
EB On-Ramp @ Rocky Peak Road	2	0	0.47	0.94	0.004	0.13	0.34
WB Off-Ramp @ Rocky Peak Road	2	0	0	1.25	0.009	0.27	0.71

Source: Caltrans Traffic Accident Surveillance and Analysis System

There were only two accidents on each on/off ramp at Rocky Peak Road during the past three years even though the actual accident rates appear to be higher than the averages. All accidents were either hit-object or rear-end collisions, and they all occurred at the ramp intersections.

# **Chapter 2**      **Alternatives**

---

## **2.1      Alternative Development Process**

During the development of all projects, alternatives are considered to the extent necessary to minimize costs and adverse environmental impacts, and to maximize public benefits. Value analysis is the preferred method of developing alternatives, using a systematic application of analytical techniques to identify a project's function, identify alternatives, and analyze alternatives to identify the one that fully meets the project's function.

## **2.2      Project Alternatives**

The proposed project is the completion of a full interchange at Rocky Peak Road on SR 118. The alternatives considered are the No Build Alternative and the Build Alternative.

### **2.2.1      Alternative 1 - No Build**

Alternative 1 (No Build) assumes no improvements, modifications or changes would be made to this interchange. There would be no ramps built on the west half of the SR 118/Rocky Peak Road interchange. The configuration of the existing rough graded ramps would remain the same. This alternative would avoid the environmental impacts associated with construction and operation of the build. Alternative 1 is shown in Figure 2-1.

This alternative is not consistent with local and regional plans. If the existing facility remains unimproved, the response time for emergency vehicles would not improve and could become a life-threatening situation. Therefore, safety would continue to be compromised.

### **2.2.2      Alternative 2 – Build (Preferred)**

Alternative 2 involves the construction of the WB on-ramp and EB off-ramp on the west half of SR 118/Rocky Peak Road interchange. The completion of Alternative 2 would result in a full interchange at SR 118/Rocky Peak Road.

The design of the ramps follows the criteria and policies in Caltrans Highway Design Manual (see website: <http://www.dot.ca.gov/hq/oppd/>). Each ramp would be constructed as a single-lane ramp with the off-ramp transition to two-lanes at the ramp terminus. The Average Daily Traffic (ADT) forecast for 2025 does not warrant any additional lanes. A ramp-meter would be installed on the WB on-ramp. The cross-sections for Alternative 2 are shown in Figure 2-2 and the design layout of the ramps is shown in Figure 2-3 on the following pages.

An exception is requested from the Highway Design Mandatory Standards (HDM Index 504.3(2)) for the minimum distance between ramp intersections and local road intersections. The distance between the existing EB on-ramp and the proposed EB off-ramp to Santa Susana Pass Road/Rocky Peak Road intersection is 121 ft (37 m). The minimum distance specified in the standards is 410 ft (125 m).

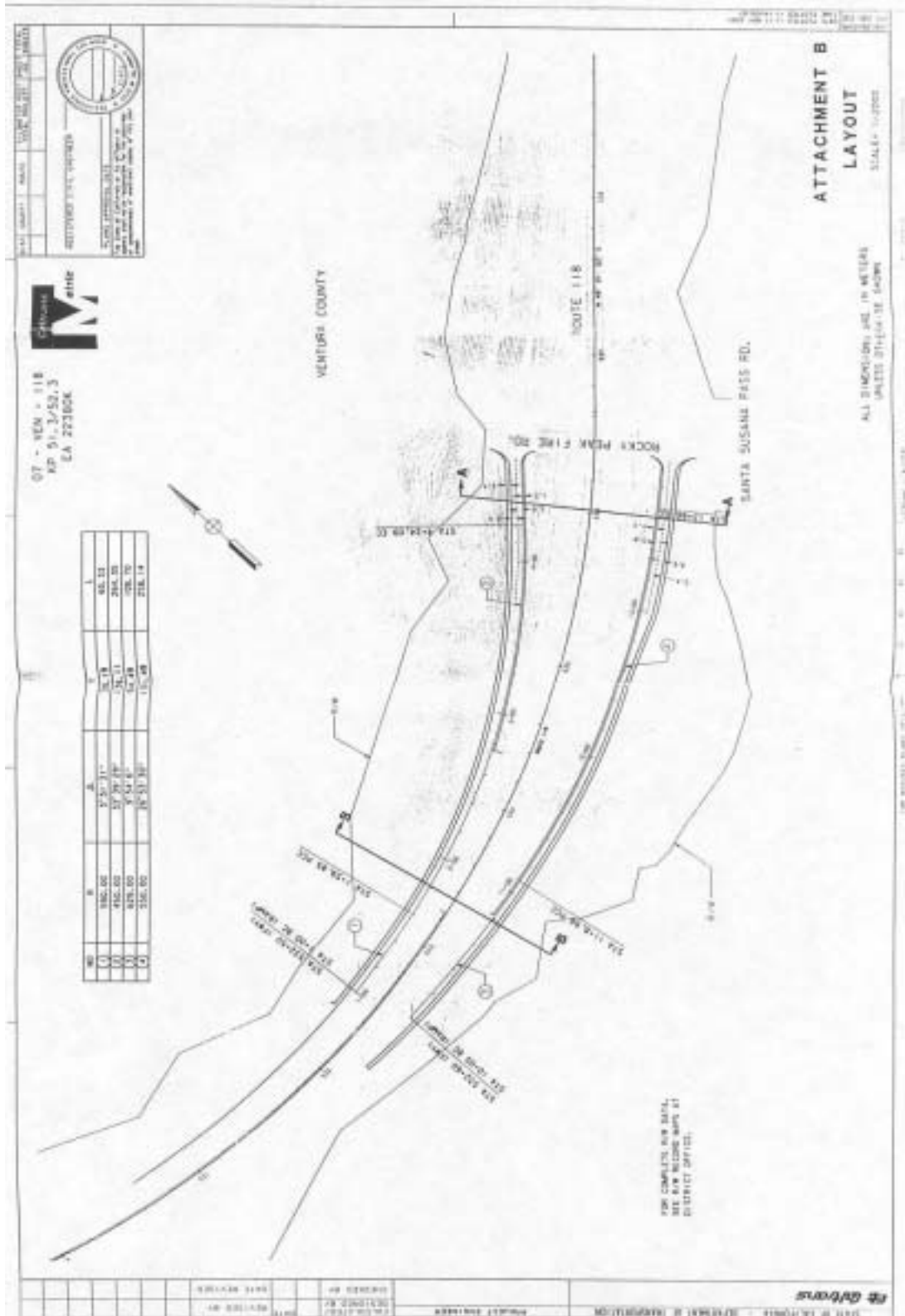
An exception to the Highway Design Mandatory Standards was made because increasing the distance to meet the standards would result in the following:

- Right-of-way acquisition.
- Massive rock excavation.
- Creation of major environmental impacts.
- Additional construction cost of \$5.4 million.

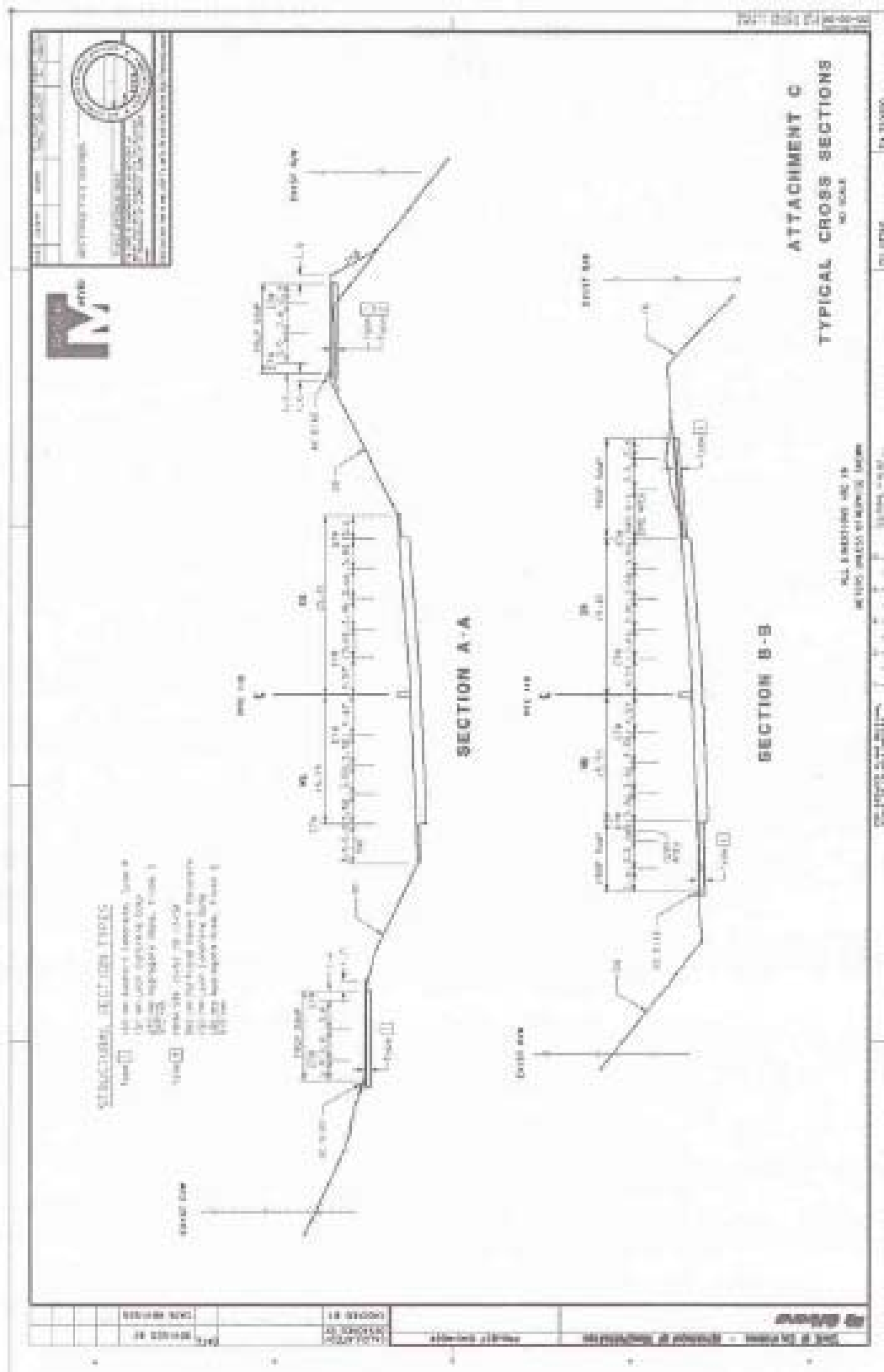
**Figure 2-1 Alternative 1 (No Build)– Layout**



Rocky Peak Road Ramps EA/IS



### Figure 2-3 Alternative 2 (Build) - Cross Sections





(This page intentionally left blank)

# **Chapter 3**      Affected Environment, Environmental Consequences, and Mitigation

---

## **3.1      Technical Studies, Plans and Reports**

Technical studies were conducted and collected to provide background data and to assist in evaluating the environmental consequences of the proposed project. The following studies, plans and reports are incorporated into the document:

- Traffic Noise Study Report (January 2002)
- Geocon, Site Investigation Report (January 1999)
- Accident Analysis (June 2000)
- Traffic Forecast Analysis (April 2001)
- Exceptions to Mandatory Design Standards (July 2001)
- Negative Archaeological Survey Report (October 2001)
- Negative Historical Property Survey Report (November 2001)
- Natural Environment Study Report (November 2001)
- Physical Environment Report (October 2001)
- City of Simi Valley General Plan (October 1988)
- Ventura County General Plan (September 1997)
- Storm Water Unit (NPDES) Report (February 2002)
- Missing Linkages: Restoring Connectivity to the California Landscape (California Wilderness Coalition, Nature Conservancy, Biological Resource Division of the U.S. Geological Survey, Center for Reproduction of Endangered Species, and California State Parks, November 2000)
- Ng, Sandra J. 2000. Wildlife Use of Underpasses and Culverts Crossing Beneath Highways in Southern California. M.S. Biology Thesis, California State University, Northridge.
- Ventura 118 HOV lane and Soundwalls, Public Comments Memorandum (Santa Monica Mountains Conservancy, November 1999)
- Record of Public Hearing (October 2002)
- Simi Valley Fire Station 43 Memo (January 2002)
- Aesthetic Report (November 2001)
- Traffic Study (Katz, Okitsu & Associates, November 2002)

The studies are available for review at the following locations:

Caltrans District 07  
Division of Environmental Planning  
120 South Spring Street  
Los Angeles, CA 90012

Simi Valley Library  
2969 Tapo Canyon Road  
Simi Valley 93063

### 3.2 Environmental Factors Potentially Affected

This checklist was used to identify physical, biological, social and economic factors that might be impacted by the proposed project. In many cases the background studies performed in connection with this project clearly indicate that the project would not affect a particular item. In so doing, the checklist achieves the important statutory goal of integrating the requirements of CEQA with the environmental requirements of other laws.

Title 14 California Code of Regulations Section 15064 provides the basic guidance to lead agencies in determining the significance of a project's effects or requiring measures to reduce the effects to less than significant in order to prepare a negative declaration. The checklist provides optional tools to assist Caltrans in determining the significance of particular effects.

Under NEPA, a proposed federal action must have the potential to significantly affect the quality of the environment. Whether a proposed action significantly affects the quality of the human environment is determined by considering the context and intensity of the action and its effects. 40CFR1508.27.

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture Resources              | <input type="checkbox"/> Air Quality            |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology /Soils         |
| <input type="checkbox"/> Hazards & Hazardous Materials   | <input type="checkbox"/> Hydrology / Water Quality          | <input type="checkbox"/> Land Use / Planning    |
| <input type="checkbox"/> Mineral Resources               | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population / Housing   |
| <input type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems     | <input type="checkbox"/> Mandatory Findings of Significance |   |

### 3.3 Environmental Checklist

It is noted that since this document is intended to serve as the environmental document for federal as well as state actions, it must comply with both the National Environmental Policy Act (NEPA) and CEQA. In some instances, CEQA significance thresholds are more stringent than federal impact criteria. This checklist is used to determine impacts. Based on federal criteria, it has been determined that this project would not result in any significant unavoidable impacts that would affect the quality of the human environment under NEPA. The use of the word "significant" in the following section is for CEQA purposes only and does not apply to NEPA.

CEQA

**3.2.1 Aesthetics:**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Due to the subjectivity of aesthetics, the value of visual resources is usually considered at a local level and decisions are based upon community values. The County of Ventura provides guidelines for the development and protection of scenic resources in its Goals, Policies and Programs portion of the Ventura County General Plan (County of Ventura May 24, 1988). The relevant goals and policies include:

**a. Goal 1.7.1.1** Preserve and protect significant open views and visual resources of the county.

**b. Policy 1.7.2.1** Discretionary development that would significantly degrade, alter, or obscure public views and visual resources shall be prohibited unless no feasible measures to minimize harm are available and the decision making body determines that there are overriding consideration.

The proposed project involves the construction of the EB off-ramp and WB on-ramp on SR 118 at Rocky Peak Road Overcrossing. The initial grades for these ramps were constructed with the first half of the interchange in 1968. Each ramp would be constructed as a single-lane ramp with the off-ramp transitioning to two lanes at the ramp terminus. A ramp-meter would be installed on the westbound on-ramp. Due to the nature of the proposed project, no adverse aesthetic impacts would occur.

**Measures to Minimize Harm:** Existing native species should remain where feasible. New landscaping should consist of a native seed and erosion control hydroseed application to disturbed slopes

Resources: Aesthetic Report, November 2001

CEQA				
<b>3.2.2 Agricultural Resources:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Federal, state, and county level mechanisms exist to preserve agriculture. At the federal level, impacts of federally funded projects on farmland are reviewed through the Farmland Protection Policy Act (FPPA). This federal review satisfies the requirements of the State's California Environmental Quality Act (CEQA). At the County level, guidelines and multiple programs exist, including the County General Plan and Initial Study Assessment Guidelines, Land Conservation Act (LCA) contracts, and greenbelt agreements. Other programs such as water conservation measures, the Right to Farm Ordinance, and the Save Open Space and Agricultural Resources (SOAR) Ordinance also exist to protect farming resources in the region.

There is no agricultural land located within, adjacent to or in the vicinity of the project area that would be impacted by the project.

**Measures to Minimize Harm:** None required.

References: 1988 Simi Valley General Plan

CEQA

**3.2.3 Air Quality:**

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Federal and state standards have been established for ozone, CO, nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulates less than 10 microns in diameter (PM<sub>10</sub>), and lead. California has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. Please see Table 3-1 for a summary of the state and national ambient air quality standards.

The United States Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the state equivalent in the California Environmental Protection

Agency. Local control in air quality management is provided by the CARB through county-level Air Pollution Control Districts (APCDs). The CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources.

No adverse air quality impacts are expected during construction. The ramps have already been roughly graded and only minimal additional grading is required. In addition, no substantial disruption of traffic during construction is expected. The proposed project is identified in the federally approved (September 25, 2001) 2000/01-2005/06 Regional Transportation Improvement Plan (RTIP), the 2002 State Transportation Improvement Program (STIP) and conforms to the requirements of the federal Clean Air Act Amendments (CAAAAs) of 1990. This project has not been altered in design concept or scope from that described in the Regional Transportation Plan (RTP) and the Transportation Improvement Plan (TIP). The project is consistent with the Ventura Air Quality Management Plan (VAQMP) because it would not induce growth but instead would accommodate traffic that Ventura County's growth forecasts predict.

With the implementation of the following measures there would be no potential for adverse effects on the environment.

**Measures to Minimize Harm:**

- Caltrans Best Management Practices (BMPs) would be implemented.
- All clearing, grubbing, grading, earth moving, or excavation activities shall cease during periods of high winds to prevent excessive amounts of fugitive dust.
- All trucks that haul excavated or graded material off site shall comply with State Vehicle Code Section 23114.
- All active portions of the site and unpaved on-site roads shall be periodically watered with environmentally safe dust suppressants to prevent excessive amounts of dust.
- Areas disturbed by clearing, grading, earth moving or excavation operations shall be minimized to prevent excessive amounts of fugitive dust.
- On-site vehicle speed shall not exceed 15 miles per hour.
- Construction equipment engines shall be maintained in good condition and in proper tune as per manufacturers' specifications.

References: Physical Environmental Report, October 2001; CAAAs of 1990; Ventura AQMP

**Table 3-1 State and Federal Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards <sup>1</sup>		Federal Standards <sup>2</sup>		
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>
Ozone (O <sub>3</sub> )	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	0.12 ppm (235 µg/m <sup>3</sup> )	Same as Primary Standard	Ethylene Chemilumi- nescence
	8 Hour	-		0.08 ppm (157 µg/m <sup>3</sup> )		
Respirable Particulate Matter (PM <sub>10</sub> )	Annual Geometric Mean	30 µg/m <sup>3</sup>	Size Selective Inlet Sampler ARB Method P (8/22/85)	-	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	24 Hour	50 µg/m <sup>3</sup>		150 µg/m <sup>3</sup>		
	Annual Arithmetic Mean	-		50 µg/m <sup>3</sup>		
Fine Particulate Matter (PM <sub>2.5</sub> )	24 Hour	No Separate State Standard		65 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean			15 µg/m <sup>3</sup>		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	Non-dispersive Infrared Photometry (NDIR)	9.0 ppm (10 mg/m <sup>3</sup> )	None	Non-dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m <sup>3</sup> )		35 ppm (40 mg/m <sup>3</sup> )		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		-		
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	-	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	Gas Phase Chemilumi- nescence
	1 Hour	0.25 ppm (470 µg/m <sup>3</sup> )		-		
Lead	30 days average	15 µg/m <sup>3</sup>	AHL, Method 54 (12/74) Atomic Absorption	-	-	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-		1.5 µg/m <sup>3</sup>	Same as Primary Standard	
Sulfur Dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	-	Fluorescence	0.030 ppm (80 µg/m <sup>3</sup> )	-	Pararosaniline
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (365 µg/m <sup>3</sup> )	-	
	3 Hour	-		-	0.5 ppm (1300 µg/m <sup>3</sup> )	
	≤ 1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )		-	-	
Visibility Reducing Particles	8 Hour (10 am to 6 pm, PST)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07 – 30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 %. Method: ARB Method V (8/18/89).		No  Federal  Standards		
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Turbidimetric Barium Sulfate – AHL Method 61 (2/76)			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Cadmium Hydroxide STRactan			
See footnotes on next page.....						

See footnotes on next page.....

Source: California Air Resources Board (1/25/99)



## CEQA

**3.2.4 Biological Resources:**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Has a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Environmental Setting**

The project site is located in the City of Simi Valley in Ventura County. The project area borders the Corriganville Regional Park (part of the Rancho Simi Recreation and Park District), Rocky Peak Park, a low density Urban Area, and undeveloped Ventura

and Los Angeles County land. Other surrounding parks include Santa Susana Pass State Park, Chatsworth Park and Hialeah Springs. The habitat in the project area was identified as coastal sage scrub with some chaparral plants and an infestation of fountain grass (*Pennisetum setaceum*). The topography in the area consists of the east-west ridgeline of the Santa Susana Range, the Simi Hills, and a series of canyons to the southeast. The project is located within the headwaters of the Arroyo Simi. The principal watershed systems in the area include Blind Devil and Las Lajas canyons that flow into the San Fernando and Simi Valleys; however, the project site does not contribute runoff to these watersheds. The existing level of disturbance is limited to roadway infrastructure and a small amount of urban development. The area is surrounded by coastal sage scrub and chaparral habitat.

## **Important Biological Resources in the Project Area**

### **Endangered or Threatened Vegetation**

A field visit on March 15, 2001 revealed several native vegetation species in the direct project area. The habitat in the project area was identified as coastal sage scrub with some chaparral plants and an infestation of fountain grass. The removal of vegetation on the existing on/off ramp areas is proposed. An inventory of these plants has been completed to identify which species are present. The Plummer's mariposa lily (*Calochortus plummerae*), listed by the California Natural Diversity Data Base (CNDDB) as a federally listed species of concern, was not found in the project area. However, one Santa Susana tarplant (*Hemizonia minthornii* or *Deinandra minthornii*) was found which is listed by the State as Rare. Further pre-construction surveys would be conducted one week prior to construction. A plant palette would be developed by Caltrans to reduce the impact of native vegetation removal.

### **Endangered or Threatened Animal Species**

The CNDDB indicated the potential presence of the San Diego desert woodrat (*Neotoma lepida intermedia*), western spadefoot (*Scaphiopus hammondi*) and the San Diego horned lizard (*Phrynosoma coronatum blainvillei*) in areas near the project site. Animal specific surveys were conducted on August 10<sup>th</sup>, 2001 for the San Diego desert woodrat (*Neotoma lepida intermedia*) and the San Diego horned lizard (*Phrynosoma coronatum blainvillei*). Surveys for the western spadefoot (*Scaphiopus hammondi*) were not conducted due to the lack of necessary habitat available in the project area. It was determined that there was no presence of the San Diego desert woodrat (*Neotoma lepida intermedia*) or the San Diego horned lizard (*Phrynosoma coronatum blainvillei*). Details of each survey are described below:

- **San Diego desert woodrat** (*Neotoma lepida intermedia*): This species is not federally or State listed as an Endangered, Threatened or Species of Concern.

Appropriate habitat associations include moderate to dense canopies, rock outcrops and rocky cliffs and slopes. In the areas of dense vegetation on the proposed eastbound off-ramp, the slope was deemed too steep and the noise levels were too high for the woodrat to be present. On the proposed westbound on-ramp, the vegetation is not very dense and does not provide the necessary characteristics for proper habitat.

- **San Diego horned lizard** (*Phrynosoma coronatum blainvillei*): This species is listed federally as a Species of Concern. It is not listed by the State as an Endangered, Threatened or Species of Concern. Appropriate habitat associations for the San Diego horned lizard (*Phrynosoma coronatum blainvillei*) include coastal sage scrub and chaparral in arid and semi-arid climate conditions with friable, rocky, or shallow sandy soils. The proposed eastbound off-ramp is largely made up of hard compacted soil. There was no sign of prey in the area. On the proposed westbound on-ramp, there is a narrow linear area of suitable habitat running along the north side of the ramp. This area is not extensive enough to support the horned lizard and there is no prey base in the area; however, a pre-construction survey would be required to ensure there is no presence.
- **Western spadefoot** (*Scaphiopus hammondi*): This species is not federally or State listed as an Endangered, Threatened or Species of Concern. Appropriate habitat associations include grassland habitats with vernal pools for breeding and laying eggs. The project limits do not provide the necessary characteristics for proper habitat.

### Wildlife Corridor

This area is part of an important wildlife corridor that connects the San Gabriel, Santa Susana, and Santa Monica Mountain ranges. California State Park representatives indicate that many native animals can be found in the area. This includes mule deer, bobcats, mountain lions, coyotes, gray fox, and ring-tailed cats among others. Wildlife movement occurs through Rocky Peak Road and a tunnel located 2000 (+/- 500) feet west of Rocky Peak Road (Santa Monica Mountains Conservancy, November 1999). This area provides wildlife movement between the Simi Hills to the south and the Santa Susana Mountains to the north. Important linkage areas include Corriganville Park, the Santa Susana Mountain State Park, Chatsworth Peak, Hummingbird Creek, and Box Canyon. The report, *Missing Linkages: Restoring Connectivity to the California Landscape* (California Wilderness Coalition, et al, 2000) recognizes Rocky Peak Road (Santa Susana Pass Linkage) as being a Connectivity Choke-Point Wildlife Corridor. This report defines a Connectivity Choke-Point as,

“A narrow, impacted, or otherwise tenuous habitat linkage connecting two or more habitat blocks (“core areas”). Choke points are essential to maintain landscape-level connectivity, but are particularly in danger of losing connectivity function. An example of a connectivity choke point is a narrow peninsula of habitat surrounded by a human-dominated matrix that connects larger habitat blocks. Another example would be an underpass under a major roadway that is critical to allow animal movement between habitat blocks.”

The report states that this area has been identified as a Stewardship Zone, which is an area of mixed land ownership with high habitat value. This report also listed this corridor in the top ten priority corridors in Southern California. The degree of threat or loss of this linkage was described as being probable, while the conservation opportunities are seen as possibly feasible. Simi Hills is described as the smallest of the corridor/habitat linkage systems, which makes it the most susceptible to additional losses of acreage or key habitat resources.

### **Potential Project Impacts**

- The removal of native plants within the project area (2.94 acres) would occur.
- The implementation of a new on and off-ramp would impact wildlife movement along the corridor.
- Due to the nature of the project, pollinator habitat and function would be impacted. Although impacts are long standing, this project would have only a minimal impact based on current ambient conditions. Therefore, this impact would be considered less than substantial for this project.

### **Cumulative Impacts**

There are several other developments that are proposed in the surrounding area of SR 118. They include the Moorpark Highlands Specific Plan No. 2, the widening of Ventura Route 118, Alamos Canyon Underpass reopening, Chevron Industrial Development, Happy Camp Canyon Regional Park Housing Development, Widening of Tampa Avenue Off-ramp and addition of an auxiliary lane to west-bound lanes, Madera Road/Easy Street Intersection Widening, and Los Angeles Avenue/Tapo Street Intersection Widening.

The undeveloped area surrounding Rocky Peak Road is slowly becoming encroached upon by urban developments from Simi Valley as well as the San Fernando Valley. As described before, this linkage area can be described as a choke point specifically because of the surrounding urbanization. The other projects in the surrounding area heighten the cumulative impacts associated with wildlife movement. Alamos Canyon has also been characterized as an important wildlife corridor and its reopening would compromise if not altogether eliminate an important wildlife corridor. The compounded effect of the impacts to the Alamos Canyon corridor and the increased traffic levels that Ventura County's growth forecasts predict could result in impacts to wildlife movement in Simi Valley and San Fernando Valley. Of the seven wildlife corridors along SR 118 in Simi Valley, only two are open air corridors. Most of the wildlife corridors are pipes/culverts. Rocky Peak Road is the only open air corridor that is an overpass. It has been stated that large carnivores are less likely to use culvert/pipe undercrossings as opposed to open-air underpasses/overcrossings (NG, 2000). It is also recognized that large carnivores are especially sensitive to isolation or fragmentation and prefer areas of natural habitat/vegetation. This project along with projected increased traffic and surrounding developments would result in the elimination of the only overpass with suitable habitat surroundings in the area.

### Mitigation & Measures to Minimize Harm:

- The lance-leaf live-forever (*Dudleya lanceolata*) and the chalk live-forever (*Dudleya pulverulenta*) would be removed on the proposed westbound off-ramp and relocated before construction begins.
- The removal of native plants would be mitigated on-site and off-site. On-site mitigation would be conducted to the greatest extent possible. A parcel would be acquired in cooperation with the Santa Monica Mountains Conservancy for off-site mitigation (see Figure 1-2). Caltrans would contribute \$10,000 for the purchase of the selected parcel. Once designs are finalized, the determination of permanent and temporary impact areas would be defined. Once these areas are defined, on-site and off-site mitigation would be developed for both permanent and temporary vegetation impacts. A landscaping plan would be designed to address the permanent and temporary impacts to native vegetation. Revegetation should occur at a 2:1 ratio for temporary impacts and a 3:1 ratio for permanent impacts to vegetation.
- Seeds would be collected from Santa Susana tarplants located in the immediate area of the proposed project for replanting. The seeds should be replanted during the winter. Success criteria shall be developed based on growth success during a five year monitoring program.
- If impacts to vegetation (i.e. cutting, clearing or grubbing) are necessary for project construction during the nesting bird season (March 1-September 1), then pre-construction surveys for nesting birds should be conducted one week prior to the commencement of cutting, clearing and grubbing. If any birds are found to be nesting in the project area, coordination with the resource agencies will be necessary to determine the proper course of action.
- Based on the information collected during the public circulation period, project impacts to wildlife appear minimal. However, Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. Caltrans would contribute \$200,000 to the in-lieu fee program for potential impacts related to this project.
- Pre-construction surveys would be required two weeks prior to construction to confirm that there are no protected species in the area.
- Pollinator Impacts: At this time there are no known measures to minimize harm for this impact because this is a recently articulated impact in literature.

*References: 1988 Simi Valley General Plan; Ventura County General Plan (1997); Natural Environmental Study Report, November 2001; California Wilderness Coalition, et al. 2000. Missing Linkages Study.*

CEQA				
<b>3.2.5 Historical and Cultural Resources:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A study to identify potentially historic properties in the Area of Potential Effect (APE) of the project and to evaluate the eligibility of any identified properties for listing in the national register of Historic places was conducted in November 2001. The Historical Property Survey Report (HPSR) indicates that potentially historic properties have been identified in the proximity of the APE of the proposed project. However, the proposed project would have no effect to the historic properties or potentially historic properties. The HPSR is based on regulations 36CFR800 for implementing Section 106 of the National Historic Preservation Act as it applies to FHWA projects and cultural resources. It is used to identify all historic and cultural/archaeological resources that may be affected by a proposed undertaking, evaluate the eligibility of these resources for the National Register of Historic Places and apply the criteria of Effect and Adverse Effects (36CFR800.9) to eligible properties that may be affected.

The findings show the project is in the proximity of the trace of the National Register-listed Old Santa Susana Stagecoach Road. Field reviews conducted in March and April of 2001 concluded that no known cultural resources exist directly within the APE.

With the implementation of the following measures there would be no potential for adverse effects on the environment.

**Measures to Minimize Harm:**

- Boundaries for an Environmental Sensitive Area (ESA) shall be established in the field prior to commencement of work to prevent potential disruption of significant cultural resources due to the projects proximity to the trace of the National Register-listed Old Santa Susana Stagecoach Road.
- Should cultural materials be uncovered during construction on this project, work in the area of the find shall be stopped until a Caltrans archaeologist can evaluate the material.
- If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98. Caltrans shall be immediately notified.

References: Negative Archaeological Survey Report, October 200, Negative Historical Property Survey Report (November 2001)

**CEQA****3.2.6 Geology and Soils:**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA

**3.2.6 Geology and Soils:**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Ground shaking is the primary cause of structural damage during an earthquake. The potential damage caused by ground shaking depends on the magnitude, duration and vibration frequency characteristics of the earthquake, which are functions of the fault and its proximity to the project; however, with the incorporation of state-of-the-art seismic design measures, Caltrans BMPs, the proposed project would not result in significant earthquake hazards. Please see Figure 3.1 to view the proximity of fault lines to the project area.

With the implementation of the following measures there would be no potential for adverse effects on the environment.

**Measures to Minimize Harm:** Caltrans BMPs would be implemented to the greatest extent practical during construction.

*References: ND/FONSI 07-VEN-118 Widening From Tapo Canyon to the Ventura/Los Angeles County Line in Simi Valley, County of Ventura*



Figure 3-1 Fault Locations Map



Source: District 7 Los Angeles & Ventura Counties Fault Locations Map, May 2000

CEQA

**3.2.7 Hazards and Hazardous Materials:**

Would the project:

Potentially  
Significant  
Impact

Less Than  
Significant  
with  
Mitigation

Less Than  
Significant  
Impact

No  
Impact

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

☐ ☐ ☐ ☒

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

☐ ☐ ☐ ☒

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

☐ ☐ ☐ ☒

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

☐ ☐ ☐ ☒

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

☐ ☐ ☐ ☒

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

☐ ☐ ☐ ☒

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

☐ ☐ ☐ ☒

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

☐ ☐ ☐ ☒

There are no schools, airports or private airstrips, or recorded hazardous materials sites in the project area.

Impacts are considered significant if the project activities are anticipated to result in the exposure of people and environmental resources to adverse levels of contamination, or, if contaminated conditions could adversely impact future development as a result of costly assessment and remediation. The Site Investigation Report (January 1999) prepared by Goecon for SR 118 (Ven-118 PM 27.3/32.6) resulted in the following determination:

Excavated soil may be considered nonhazardous and may be relinquished to the contractor as clean soil or reused in Caltrans right of way.

**Measures to Minimize Harm:** None required.

*References: Site Investigation Report (January 1999) prepared by Goecon for SR 118 (Ven-118 PM 27.3/32.6)*

CEQA				
3.2.8 Hydrology and Water Quality:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place structures within a 100-year flood hazard area, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Waters of the U.S., Waters of the State and Wetlands**

Wetlands are a subset of waters of the United States (waters of the U.S.) that are defined by specific vegetation, hydrology and soil criteria. As defined in the Code of Federal Regulations (CFR) 328.3, waters of the U.S. include:

“...Territorial seas measured seaward a distance of three miles; tributaries of any defined water of the United States (including any ephemeral tributary); coastal and inland waters, lakes, rivers, streams and their tributaries; interstate waters and their tributaries, including interstate wetlands; wetlands adjacent to all of the above waters; and all other waters, such as interstate lakes, rivers, streams, isolated wetlands, mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes or natural ponds that are not part of a

tributary system to interstate waters or to navigable waters of the U.S., the degradation or destruction of which could affect interstate commerce.”

Jurisdictional limits of waters of the U.S. are defined by the Ordinary High Water Mark (OHWM) contour that is often equated with the extent of a two-year flood water surface elevation. Wetlands, in turn, are defined by the United States Army Corps of Engineers (USACE) Wetlands Delineation Manual (1987) as waters of the U.S. that:

“...Are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.”

Under Section 404 of the Clean Water Act, the USACE has authority to regulate activity that could discharge fill or dredge material or otherwise adversely modify wetlands or other waters of the United States. The Corps implements the federal policy embodied in Executive Order 11990, which, when implemented, is intended to result in no net loss of wetlands values or acres. In achieving the goals of the Clean Water Act, USACE seeks to avoid adverse impacts and to offset unavoidable adverse impacts on existing aquatic resources. Any fill or adverse modification of wetlands may require a permit from USACE prior to the start of work. Typically, permits issued by USACE are a condition of a project as mitigation to offset unavoidable impacts on wetlands and other waters of the U.S. in a manner that achieves the goal of no net loss of wetland acres or values.

Perennial and intermittent streams also fall under the jurisdiction of the California Department of Fish and Game (CDFG). Sections 1601-1603 of the Fish and Game Code (Streambed Alteration Agreements) gives the CDFG regulatory authority over work within the stream zone (which could extend to the edge of the riparian habitat) consisting of, but not limited to, the diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream or lake.

No watercourses that occur in the study area have been identified positively as waters of the U.S. and do not fall under the jurisdiction of the USACE.

#### **Estimate of the Concentration (ppb) and Load (lbs./day) From Non-point and Point Source Discharges**

Estimating the mass of pollutant loads transferred to a water body requires knowledge of surface water runoff volume, discharge location, and pollutant load sources for a given area. Pollutants transferred out of the study area by wet weather flows are the result of non-point pollution sources. The most accurate method to estimate pollutant loads for this type of pollution would be to collect and analyze samples of runoff directly from the project site. However, because pollutant concentrations in storm water runoff vary based on a number of short and long-term seasonal factors, including total rainfall, storm duration, intensity, and frequency among others, several years of data are typically required to collect a sufficient number of samples to produce statistically significant results. Alternately, pollutant loads can be assessed on

an average annual basis using average pollutant concentration data from other published water quality investigations if available. Data was collected by the Caltrans Headquarters Environmental Engineering Unit, from various highway facilities, and represents constituents typically found in highway runoff. This data was then used to develop a "Water Quality Planning Tool" to estimate water quality of highway runoff.

Activities associated with pollutants discharged through dry weather flows would be limited to landscape irrigation. The majority of the irrigation water should be absorbed into the freeway slopes or at the bottom of fill. Therefore dry weather flows should not increase as a result of this project. As a result this impact would be less than significant

**Estimates of the Amount of Runoff Generated by the Project During Wet and Dry Seasons (i.e. weather)**

The project area contains an existing 8.17 paved acres. The amount of area to be paved by this project is 2.03 acres. Paved areas are considered to be 95 to 100 percent impervious based on Caltrans Highway Design Manual. Therefore, there should be a minimal increase in the amount of wet weather flows (runoff) experienced from this project.

Dry-weather flows are usually low-volume flows not resulting from precipitation. The quality of these flows is largely a function of the flow source, rather than the land uses the flows contact en route to the receiving body. Because dry-weather flows cannot be quantified, the analysis of dry weather flows is limited to the identification of factors that are likely to increase or decrease their occurrence. Sources of pollution potentially resulting in dry weather flows should be evaluated by projecting the activities to occur within the project limits.

This project would not increase activities corresponding with dry weather flows. Therefore, there should be no increase of dry weather flows.

**Estimates of the amount of increased or decreased percolation due to the project**

The "Basin Plan" of the California Regional Water Quality Control Board - Los Angeles Region 4 identifies the project to be within the Los Angeles Coastal and San Fernando Valley Groundwater Basins. Hydrologic Sub Area 405.21 has a watershed of 185,828 acres. However, groundwater storage and groundwater elevations beneath the project boundaries should not substantially change.

This project consists of adding on and off-ramps to the Rocky Peak Road, which consists of compacted base material. Since compacted base material is considered to be 90 percent impervious and paved areas are considered to be 95 to 100 percent imperviousness, there should not be a substantial change in percolation due to the project. The existing paved project area of 8.17 acres represents 0.0044 percent of the watershed. The final paved project area would be 10.2 acres and represent 0.005488 percent of the watershed. There is a minimal change in the surface water runoff. Therefore, conversely it can be concluded that there should also be a minimal change in percolation.

**Estimates of the Net Change in Cubic Feet Per Second of Groundwater and Surface Water Contributions Under Historic Drought Conditions as Compiled by Local Water Purveyors, the Department of Water Resources, and 10-Year, 50-Year, and 100-Year Flood Conditions**

Wet-weather flows should have a minimal increase. The coefficient of imperviousness is considered to be 90 percent based on Caltrans Highway Design Manual. Paved areas are considered to be 95 to 100 percent impervious. The amount of compacted material that would be paved or improved by this project is 2.03 acres.

Since the project is approximately 1.0 kilometer in length, and the freeway drainage systems outfall to numerous different watercourses, it is impossible to calculate a singular value for each of the changes in Q(10), Q(50), and Q(100) events. Alternatively a change in the runoff per acre would be a more practical and realistic approach to take. Based on this approach and using the Rational Equation with values of C=.90 for unpaved median and C=1.0 for paved median, the increase in surface water flow rates were estimated to be:

$$Q_{10} = 0.000306 \text{ cfs/acre} \quad Q_{50} = 0.000409 \text{ cfs/acre} \quad Q_{100} = 0.000475 \text{ cfs/acre}$$

The net change in cubic feet per second of groundwater contributions should be less than significant since most of the rainfall associated within existing site conditions is direct runoff and not percolation. The project's scope of work is to add on and-off ramps to the Rocky Peak Road access to Route 118. A total of 2.03 acres of additional paved area is being added to the project site. This change would represent less than a 0.012 percent addition in the total surface runoff/groundwater inflows estimated and would not substantially change groundwater storage or groundwater elevations beneath the project boundaries.

The proposed project is not within a 100-year flood hazard area and would not place structures within a 100-year flood hazard area. As shown in Figure 3-2 Flood Insurance Rate Map, the project site would be located within Zone C, which is identified as areas of minimal flooding identified by the Federal Emergency Management Agency (FEMA). Hydrology and water quality should not be affected by the construction of the proposed project. This project would not materially change existing drainage patterns. Runoff volumes are not expected to adversely change since there would be little increase in impervious areas for surface runoff.

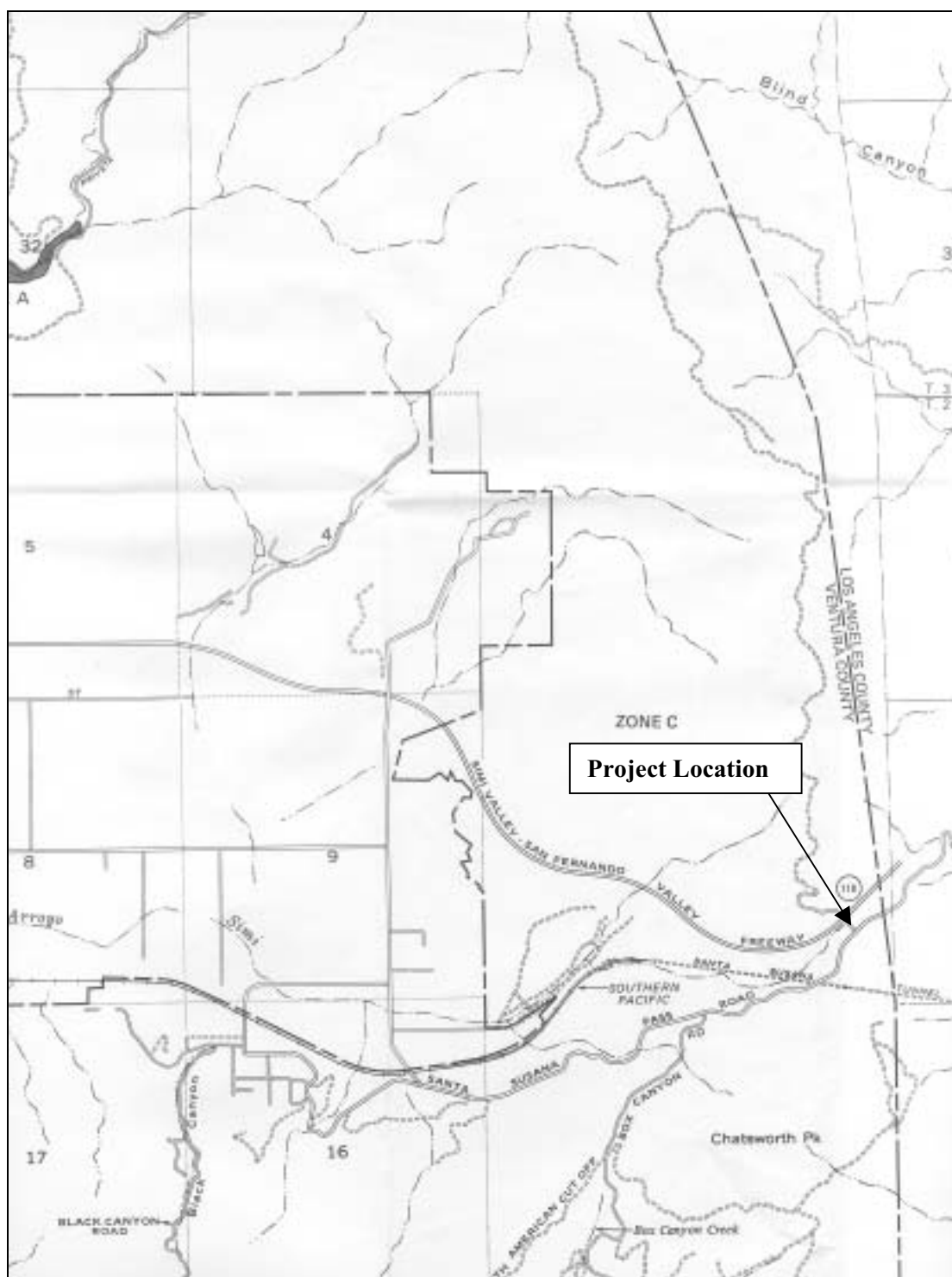
With the implementation of the following measures there would be no potential for adverse effects on the environment.

**Measures to Minimize Harm:**

- A Storm Water Pollution Prevention Plan (SWPPP) and erosion control plan shall be provided by the contractor. The plans must be approved by the Resident Engineer and submitted for approval to the Regional Water Quality Control Board (RWQCB).
- Caltrans BMPs shall be implemented to the maximum extent practical.

*References: (ND/FONSI 07-VEN-118 Widening From Tapo Canyon to the Ventura/Los Angeles County Line in Simi Valley, County of Ventura; Physical Environment Report October 2001), Storm Water Unit (NPDES) Report (February 2002)*

### Figure 3-2 Flood Insurance Rate Map



*Source: Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance Rate Map for Ventura County California, Panel 850, October 31, 1985*



CEQA				
3.2.9 Land Use and Planning:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Compatibility issues were analyzed by assessing the proposed uses relative to the current and planned land uses in the site vicinity. Impacts relating to compatibility of the proposed land uses with one another and with adjacent uses are considered significant if project implementation would create considerable physical conflicts, such as visual, noise, air quality, or safety concerns.

The proposed project would not divide an established community or conflict with any applicable land use plan, natural community conservation plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. The project is consistent with the 1988 Simi Valley General Plan, Ventura County General Plan and the Southern California Association of Government's (SCAG) Regional Comprehensive Plan and Guide.

**Measures to Minimize Harm:** None required.

*References: 1988 Simi Valley General Plan; Ventura County General Plan*

CEQA

**3.2.10 Mineral Resources:**

Would the project:

Potentially  
Significant  
Impact

Less Than  
Significant  
with  
Mitigation

Less Than  
Significant  
Impact

No  
Impact

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

☐
☐
☐
☒

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

☐
☐
☐
☒

The project would not represent any unique demand on energy and fuel resources. Due to the nature of the project, there should be no adverse impact to mineral resources.

**Measures to Minimize Harm:** None required.

*Resources: ND/FONSI 07-VEN-118 Widening From Tapo Canyon to the Ventura/Los Angeles County Line in Simi Valley, County of Ventura*

## CEQA

**3.2.11 Noise:**

Would the project result in:

**Potentially  
Significant  
Impact****Less Than  
Significant  
with  
Mitigation****Less Than  
Significant  
Impact****No  
Impact**

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

☐☐☐☒

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

☐☐☐☒

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

☐☐☐☒

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

☐☐☐☒

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

☐☐☐☒

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

☐☐☐☒

The proposed project is not located in the vicinity of an airport or private airstrip. During the construction phase of the project, noise from construction activities may intermediately dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans standard specifications, Section 7-1.011,

“Sound Control Requirements”. No adverse noise impacts from construction are anticipated.

**Federal Policies:** This project has been classified as a Type 1 project as defined in the Traffic Noise Analysis Protocol (TNAP) for new highway construction and reconstruction projects. A Type 1 project is defined in 23CFR772 as a proposed Federal or Federal-aid highway project for the construction of a highway which significantly changes either the horizontal or vertical alignment, or increases the number of through-traffic lanes. Caltrans extends this definition to State-funded highway projects and adds the FHWA interpretation of the above definition.

Under NEPA, impacts must be identified and incorporated into the Environmental Document, including the impacts for which no or only partial mitigation is possible. The FHWA regulations constitute the Federal Noise Standard. Projects complying with this Standard are also in compliance with the requirements stemming from NEPA. Under FHWA, regulations (23CFR772), noise abatement must be considered for Type 1 projects when the project results in a substantial noise increase, or when the predicted noise levels approach or exceed the Noise Abatement Criteria (NAC). The NAC for various activity categories is given in Table 3.2.

**State Policies:** Under CEQA, a substantial noise increase may result in a significant adverse environmental effect and, if so, must be mitigated or identified as a noise impact for which it is likely that no, or only partial abatement measures are available and be incorporated into the Environmental Document.

**Traffic Noise Protocol:** The Traffic Noise Analysis Protocol applies to all new highway construction and reconstruction projects. It specifies the policies, procedures and practices to be used by agencies that sponsor such projects. The highway noise analysis and abatement requirements specified in the Protocol are the same as those specified in CEQA, NEPA, 23CFR772 and Section 216 of the Streets and Highway Code.

According to the Protocol, a noise increase is substantial when the predicted noise levels with the project exceed existing noise levels with the project approach within 1 dBA, or exceed NAC.

**Noise-Sensitive Receptors/Conclusion:** Although noise-sensitive receptors in the project vicinity include single-family residences and park land, the Traffic Noise Analysis (2002) indicates that the residential area would not be impacted if the proposed project were completed according to CEQA, NEPA, 23CFR772 and Section 216 of the Streets and Highway Code. The existing noise level is 60 dBA and the future worst-hour noise level after completion of the project is predicted to be 61 dBA. The predicted future noise levels do not approach or exceed the Noise Abatement Criteria of 67 dBA; therefore, the area would not be impacted by the freeway traffic noise after completion of the project. Since no traffic noise impacts have been identified, noise abatement has not been considered for this project. (See

Appendix D for Noise Measurement Site Map and Appendix E for Sound Pressure Table)

With the implementation of the following measures there would be no potential for adverse effects on the environment.

**Measures to Minimize Harm:**

- Caltrans Best Management Practices (BMPs) shall be implemented to the maximum extent practical.
- All equipment shall have sound control devices in accordance with equipment manual requirements.
- The contractor shall implement appropriate additional noise measures including, but not limited to:
  - Changing the location of stationary construction equipment.
  - Turning off idling equipment.
  - Rescheduling construction activity.
  - Notifying adjacent residents in advance of construction work or installing acoustic barriers around stationary construction noise source.

*References: Traffic Noise Study, January 2002*

**Table 3-2 Noise Abatement Criteria/Federal Highway Administration**

Category	Land Use	Leq, dBA
A	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its purpose, i.e. amphitheaters, parks and open spaces.	57 (Exterior)
B	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.	67 (Exterior)
C	Developed lands, properties or activities not included in Categories A or B above.	72 (Exterior)
D	Undeveloped Lands	---
E	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.	52 (Interior)

CEQA

**3.2.12 Population and Housing:**

Would the project:

Potentially  
Significant  
Impact

Less Than  
Significant with  
Mitigation

Less Than  
Significant  
Impact

No  
Impact

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

☐
☐
☐
☒

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

☐
☐
☐
☒

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

☐
☐
☐
☒

The purpose of the proposed project is to provide access for emergency vehicles, increase safety, and allow commuters to use Santa Susana Pass Road as an alternate route in case of freeway closures. The proposed project would not induce population growth in the area, but would accommodate any planned development. The project is consistent with the growth and planning goals of the local jurisdiction and with “pre-existing” planned growth in the area. The project would not require acquisition of property; therefore, there would be no displacement.

**Environmental Justice**

This project has been developed in accordance with the Civil Rights Act of 1964 and Executive Order 12898, “Federal Actions to Address Environmental Justice and Minority Populations and Low Income Populations.” The Executive Order requires each federal agency, or its designee, to take the appropriate and necessary steps to identify and address ‘disproportionately high and adverse’ effects of federal projects on minority and low-income populations.

Title VI (Appendix A) requires that no person, because of race, color, religion, national origin, sex, age or handicap, be excluded from participation in, denied benefits of or be subjected to discrimination by any federal aid activity. Executive Order 12898 broadens this requirement to mandate that disproportionately high and adverse health or environmental impacts to minority or low-income populations be avoided or minimized to the extent possible.

**Measures to Minimize Harm:** None required.

*References: ND/FONSI 07-VEN-118 Widening From Tapo Canyon to the Ventura/Los Angeles County Line in Simi Valley, County of Ventura*

**CEQA**

**3.2.13 Public Services:**

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Potentially Significant Impact    Less Than Significant with Mitigation    Less Than Significant Impact    No Impact

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project area borders the Corriganville Regional Park (part of the Rancho Simi Recreation and Park District) and Rocky Peak Park. Other surrounding parks include Santa Susana Pass State Park, Chatsworth Park, White Oaks Park, Hialeah Springs, and Hummingbird Ranch. There are no schools in the vicinity of the proposed project.

Section 4(f) of the Department of Transportation Act of 1966 prohibits the Secretary of Transportation from approving any program or project which:

“Requires the use of any publicly owned land from a park, recreational area or wildlife and waterfowl refuge of national, state or local significance as determined by federal, state or local officials having jurisdiction thereof, or any land from an historic site of national, state or local significance as so determined by such officials unless there is no feasible and prudent alternative to the use of such land, and such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge or historic site resulting from such use.”

*Source: Department of Transportation Act of 1966, 49 U.S.C. Section 21*

Section 4(f) also requires consultation with the Department of the Interior, and as appropriate, other federal agencies, in developing transportation projects and programs using land protected by Section 4(f).

**Conclusion:** The proposed project would not require the use of any publicly owned land from a park, recreational area, historic site, wildlife and waterfowl refuge, or any land protected by Section 4(f) that is of national, state or local significance as determined by federal, state or local officials. The proposed project would not cause an increase in the use of existing recreational facilities in the project area.

Currently, emergency vehicles responding to accidents between Kuehner Drive and Rocky Peak Road on WB SR 118 would have to travel EB on SR 118 to Topanga Canyon Boulevard, exit and return on WB SR 118 to access the site. The project would not adversely impact public services. The project would benefit emergency response facilities by:

- Reducing response times to vehicle accidents on the WB SR 118 between Rocky Peak Road and Kuehner Drive.
- Reducing response times to medical emergencies or brushfire responses in the Rocky Peak Trail area.
- Reducing response times into the Lilac Lane, Mesa Drive and Santa Susanna Pass regimental areas.
- Reducing response times along the entire section of SR 118 in both directions in the event of an incorrectly reported location.
- Improving turnaround times for water shuttles in the area during wildland fires.
- Improving turnaround times for Ventura County Fire equipment that are canceled while responding up the grade into Los Angeles City/Los Angeles County Mutual Aid Response Zone.
- Decreasing ambulance transport times to local hospitals.
- Providing a safer route for responding to calls in the Rocky Peak area.
- Providing a point to re-direct EB traffic in the event of a problem between Rocky Peak & Topanga Canyon.

**Measures to Minimize Harm:** None required.

*References: Simi Valley Fire Station 43Memo*



CEQA

**3.2.14 Recreation:**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project area borders the Corriganville Regional Park (part of the Rancho Simi Recreation and Park District) and Rocky Peak Park. Other surrounding parks include Santa Susana Pass State Park, Chatsworth Park, and Hialeah Springs.

The proposed project would not cause an increase in the use of existing recreational facilities in the project area but rather accommodate future use from traffic that Ventura County's growth forecasts predict for 2025. There would be no impacts to parks or recreation. Please see Section 3.2.13 Public Services for an in depth discussion on effects to the neighboring parks.

**Measures to Minimize Harm:** None required.

*References: Ventura County General Plan*

CEQA

**3.2.15 Transportation/Traffic:**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Traffic**

According to National Environmental Policy Act (NEPA) law and litigation, temporary environmental effects, including temporary disruption due to construction activities, are not substantial effects.

The project would not increase traffic on SR 118 but instead would accommodate traffic that Ventura County's growth forecasts predict for the year 2025. It would not substantially impact the level of service, circulation patterns, emergency access, or alternative transportation.

The ability of an intersection to accommodate traffic is measured in terms of Level of Service (LOS). LOS for intersections is defined in terms of control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Specifically, LOS criteria for traffic signals are stated in average control delay, per vehicle. The criteria for signalized and unsignalized intersections are given in Table 3-3.

**Table 3-3 LOS Criteria for Signalized and Unsignalized Intersections**

LOS	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
	Control Delay per Vehicle (seconds/vehicle)	Control Delay per Vehicle (seconds/vehicle)
A	$\leq 10$	0-10
B	10-20	10-15
C	20-35	15-25
D	35-55	25-35
E	55-80	35-50
F	80	> 50

*Highway Capacity Manual 2000*

Project impacts to surface streets and intersections near the project were analyzed in a November 2002 Traffic Study for the existing year and 2025 with and without the proposed project. The TRAFFIX software was used to perform the analysis for surface streets. The intersection analysis was performed utilizing the 2000 Highway Capacity Manual methodologies for signalized and unsignalized intersections. The intersections selected were determined to be those intersections most likely to be affected by changes in traffic patterns that would result from completion of the proposed project. The intersections were analyzed for weekday AM and PM peak hours. See Table 3-4.

As shown in Table 3-4, there are large increases in delay at the intersections of Topanga Canyon Boulevard and Box Canyon Road with Santa Susana Pass Road with or without the project. This is due to increased traffic resulting from projected growth in the area.

There would also be increased delay at the Rocky Peak/Santa Susana Road intersection with the project. The delay at this intersection would result from traffic queuing behind vehicles turning left from eastbound Santa Susana Pass Road and right from westbound Santa Susana Pass Road. This delay could be mitigated by the addition of turn pockets at the intersection. This intersection improvement would be done as a separate project sponsored by Caltrans and Ventura County Transportation Commission when traffic volumes increased.

**Table 3-4 Summary of Peak Hour Intersection Performance  
(Existing & Year 2025 Conditions)**

INTERSECTIONS	YEAR 2025 PROJECTION					
	EXISTING		NO BUILD		BUILD	
	AM DELAY	PM DELAY	AM DELAY	PM DELAY	AM DELAY	PM DELAY
Santa Susana Pass Rd. /Topanga Canyon Blvd.	A 5.6 sec.	A 3.6 sec.	F 82.1 sec.	B 19.6 sec.	F 86.5 sec.	B 16.1 sec.
Santa Susana Pass Rd. /Redmesa Dr.	B 10.4 sec.	B 10.4 sec.	B 12.0 sec.	B 11.9 sec.	B 13.8 sec.	B 12.5 sec.
Santa Susana Pass Rd. /Rocky Peak Road	A 9.3 sec.	A 9.6 sec.	B 10.3 sec.	B 10.6 sec.	F 61.9 sec.	B 12.5 sec.
Santa Susana Pass Rd. /Lilac Ln.	B 12.4 sec.	B 10.0 sec.	C 16.7 sec.	B 11.1 sec.	C 17.1 sec.	B 11.3 sec.
Santa Susana Pass Rd. /Box Canyon Rd.	B 14.8 sec.	C 21.0 sec.	D 30.6 sec.	F 162.0 sec.	D 31.1 sec.	F 175.5 sec.

Source: Traffic Study (Katz, Okitsu & Associates, November 2002)

### Parking

“No Parking” signs are clearly posted throughout the project limits; therefore parking would not be affected.

### Pedestrians and Bicycles

Pedestrian and bicycle counts have been conducted to determine present and future pedestrian safety issues. As a result of these counts it has been determined that a sidewalk is warranted.

### Mitigation Measures:

- A pedestrian walkway would be installed on the Rocky Peak Overcrossing.
- The Santa Susana Pass Road/Rocky Peak Road intersection would be improved by a separate project to be developed when traffic volumes increase.

References: Ventura County General Plan, 1988 Simi Valley General Plan, Traffic Study, Nov 2002, Traffic Study (Katz, Okitsu & Associates, November 2002)

## CEQA

**3.2.16 Utilities and Service Systems:**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Drainage facilities would be modified to accommodate the proposed project. Drainage patterns would continue to flow in a similar fashion and flow into the same location. Due to the nature of the project drainage would not be adversely affected.

**Measures to Minimize Harm:** None required

*References: Storm Water Unit (NPDES) Report (February 2002)*

CEQA

**3.2.17 Mandatory Findings of Significance:**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable") means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Potentially Significant and Cumulative Impacts**

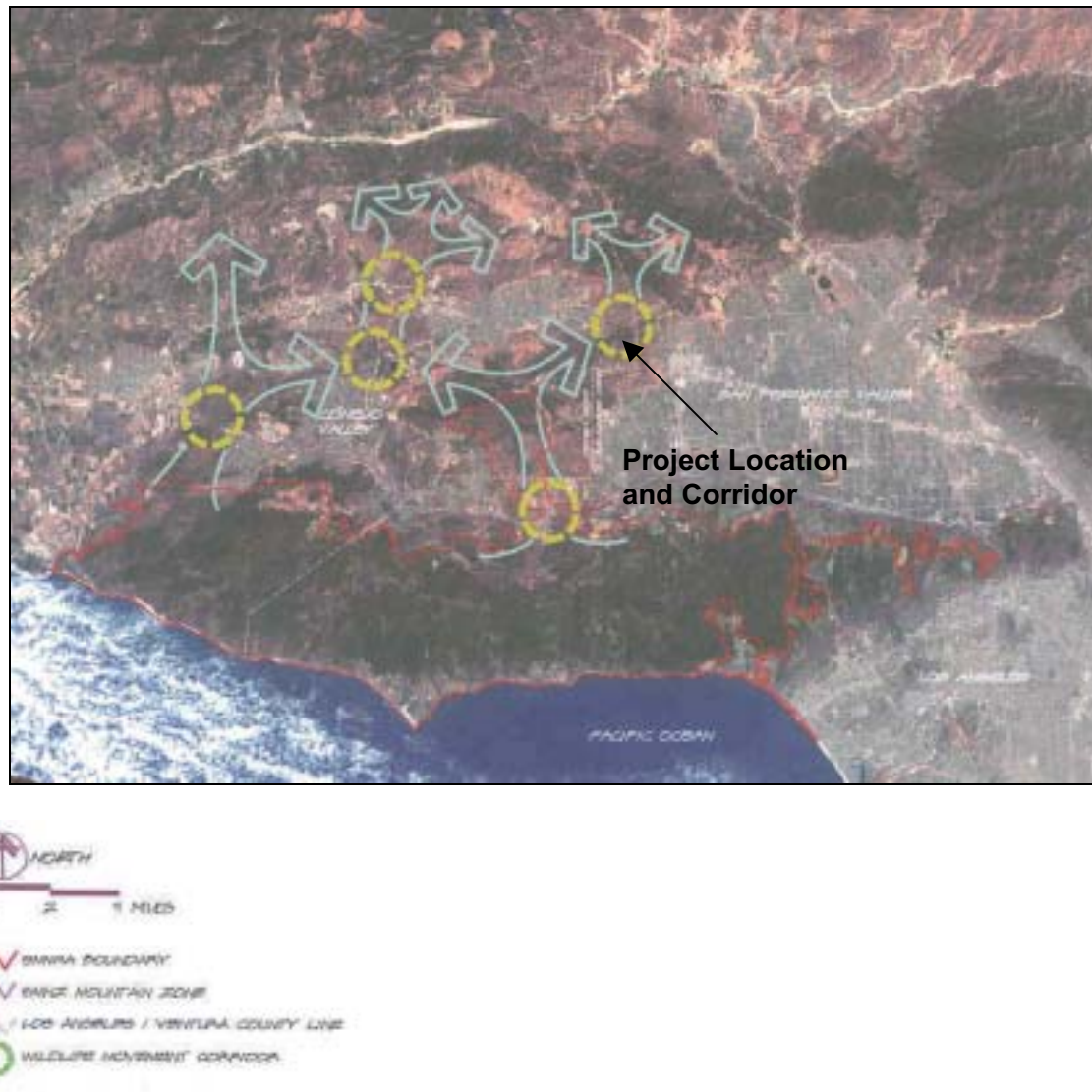
The following discussion describes the potentially significant and cumulative impacts of the project if measures to minimize harm are not incorporated. The CEQA Guidelines, Section 15130, states that "cumulative impacts shall be discussed when they are significant. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone." As stated in Section 15355 of the State California Environmental Quality Act (CEQA) Guidelines:

“Cumulative impacts refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.”

(a) The individual effects may be changes resulting from a single project or a number of separate projects.



**Figure 3-3 Wildlife Corridors Map**



Source: United States Department of the Interior, National Parks Service, SAMO January 2000.

The project would be carried out utilizing appropriate measures to avoid and minimize impacts to sensitive species, habitats and other resources. Long-term impacts would not occur as a result of implemented measures; short-term impacts would be minimized to the greatest extent practicable and mitigated where possible. Based on the information collected during the public circulation period, project impacts appear minimal. However, Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee



program to fund appropriate measures for them. Caltrans would contribute \$200,000 to the in-lieu fee program for potential impacts related to this project.

The removal of native plants would be mitigated on-site and off-site. On-site measures to minimize harm would be conducted to the greatest extent possible. A parcel would be acquired in cooperation with the Santa Monica Mountains Conservancy for off-site measures to minimize harm (see Figure 1-2). Caltrans would contribute \$10,000 for the purchase of the selected parcel.

3. Geology and Soils: Seismic hazards are expected throughout California, including the displacement/ground rupture, seismic ground shaking, liquefaction, differential settlement, subsidence and landslides. The project would not increase or decrease these hazards, nor would it introduce additional population into an area where these hazards exist. Thus, the project would not contribute to cumulative geological or soils impacts.
4. Public Services: The purpose of the project is to improve safety, reduce response times for emergency vehicles responding to calls on WB SR 118, allow commuters to use Santa Susana Pass Road as an alternate route in case of freeway closures and to conform to state, regional and local plans and policies. Therefore, this project would have a positive impact to the existing public facilities in the area. The project would not contribute to cumulative impacts to public services.
5. Utilities and Services: Drainage facilities would be modified to accommodate the proposed project. However, drainage patterns would continue to flow in a similar fashion and flow into the same location. Therefore, the project would not contribute to cumulative impacts to utilities and services.

### **Conclusion**

Construction and operation of the proposed project would not have substantial adverse effects.

## **Chapter 4**      **Coordination and Consultation**

---

### **4.1      Scoping**

California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) regulations do not require formal scoping for projects where an Initial Study/Environmental Assessment is prepared. However, a 30-day scoping period took place to ensure that all concerns were presented for consideration and inclusion in the environmental studies. Scoping letters were mailed on December 11, 2001, (Appendix B) to elected officials, government agencies and concerned individuals who had expressed interest earlier in the process. The deadline for submittal of responses to Caltrans was set for January 12, 2002; however, all responses received after that date were reviewed. A summary of the comments and the comment letters is included in Appendix C. The following issues were identified in the scoping process:

- Biological Resources
- Cultural and Historic Resources
- Drainage/Hydrology
- Transportation/Circulation

### **4.2      Public Circulation**

Caltrans circulated the Environmental Assessment/ Initial Study (EA/IS) for the Rocky Peak Road Ramps Project for public review between May 20, 2002 and July 8, 2002 to elected officials, governmental agencies and other interested parties surrounding the project (see Section 6.1, Mailing List). Public Hearing notices were mailed on May 14, 2002 to elected officials, governmental agencies and other individuals (see Appendix G). The public notice was published in the following newspapers:

<b>Newspaper</b>	<b>Dates Published</b>	<b>Translation</b>
Vida	May 30, 2002 and June 20, 2002	Spanish
L.A. County Times (San Fernando Valley Edition)	May 25, 2002 and June 19, 2002	English
Ventura County Star	May 25, 2002 and June 19, 2002	English
L.A. Watts Times, Inc.	June 13, 2002 and June 20, 2002	English

Caltrans conducted an Open Forum Hearing at the City Hall in the City of Simi Valley on June 26, 2002. During the hearing, comment cards were passed out and collected. The deadline for submittal of comments to Caltrans was July 8, 2002; however, comments were accepted through July 16, 2002. Comments received and their responses are contained in Appendix I. There has been both support and opposition for this project from elected officials and the affected communities. Those opposing the project generally cited concerns of increased traffic, increased noise, wildlife disruption and costs of measures to minimize harm. Caltrans Project Development compiled comments from the Open Forum Hearing in the Record of Public Hearing.

The Final Environmental Document will be distributed to all those making comments on the Draft Environmental Document.

## Chapter 5 List of Preparers

---

The California Department of Transportation (Caltrans) prepared this Environmental Assessment/Initial Study (EA/IS). The following Caltrans staff prepared this EA/IS:

<b>Name</b>	<b>Title/Project Assignment</b>	<b>Responsibility</b>
Cathy Wright	Senior Environmental Planner	Document Review
Cherylann L. Henderson	Assoc. Environmental Planner	Document Preparation
Aaron P. Burton	Environmental Planner	Document Preparation
Edward T. Boll	Senior Landscape Architect	Aesthetic Assessment
Gary Iverson	Senior District Archaeologist	Archaeological Assessment
Barbara Sylvia	Archaeologist	Archaeological Assessment
Andrea Morrison	Architectural Historian	Architectural Assessment
Paul Caron	Senior District Biologist	Biological Assessment
Amy Pettler	Environmental Planner	Biological Assessment
Jerrel Kam	Senior Transportation Engineer	Floodplain Assessment
George Ghebranious	District Hazardous Waste Coordinator	Hazardous Waste Assessment
Hamy Messiha	Transportation Engineer	Hazardous Waste Assessment
Jin S. Lee	Senior Transp. Engineer	Noise Investigations
Arnold Barmar	Transportation Engineer	Noise Investigations
Fouad E. Abdelkerim	Senior Transp. Engineer	Physical Environmental Investigations
Reza Fateh	Project Manager	Project Management
Hoa Luu	Transportation Engineer	Project Design
Garabed Kevorkian	Senior Transp. Engineer	Traffic Investigations
Trung Duong	Transportation Engineer	Traffic Investigations
Shirley Pak	Senior Transp. Engineer	Water Quality Investigations

(This page intentionally left blank)

# Chapter 6      Circulation List and Document Availability

---

This section provides a list of public officials, agencies and organizations that received a copy of the Environmental Assessment/ Initial Study (IS/EA) during the public circulation period.

## 6.1      Mailing List

### 6.1.1      Elected Officials

The Honorable Tom McClintock Senator 19th Dist.- State Senate 223 E. Thousand Oaks Blvd., #326 Thousand Oaks,CA 91360	The Honorable Dianne Feinstein U.S. Senator 11111 Santa Monica Blvd. #915 Los Angeles,CA 90025	The Honorable Michael D. Antonovich, Fifth District 500 West Temple Street Los Angeles, CA 90012
The Honorable Hal Bernson Council Dist. 12 - Los Angeles City 200 North Main Street, Room 319 Los Angeles, CA 90012	The Honorable Barbara Boxer U.S. Senator 1700 Montgomery St Ste. 240 San Francisco, CA 94111	Council Members City of Simi Valley 2929 Tapo Canyon Road Simi Valley, CA 93063
The Honorable James Hahn Mayor, City of Los Angeles 200 North Main Street Los Angeles, CA 90012	The Honorable Brad Sherman U.S. Congressman, 24th District 21031 Ventura Blvd., Suite 1010 Woodland Hills, CA 91364-6400	The Honorable Bill Davis Mayor, City of Simi Valley 2929 Tapo Canyon Road Simi Valley, CA 93063
The Honorable Cathie Wright California Senate-19 <sup>th</sup> District 2345 Erringer Road Ventura, CA 93001	The Honorable Michael Feuer L.A. County-Fith Supervisorial District 500 West TempleStreet Los Angeles, CA 90012	The Honorable Frank Schillo Ventura County Board of Supervisors 2100 E. Thousand Oaks Blvd., Ste. C Thousand Oaks, CA 91362
The Honorable Kathy I. Long Ventura Co Board of Supervisors 800 S Victoria Avenue Ventura, CA 93009	The Honorable Paul Miller Councilman- City of Simi Valley 2929 Tapo Canyon Road Simi Valley, CA 93009	The Honorable John K. Flynn Ventura Co. Board of Supervisors 800 S. Victoria Avenue Ventura, CA 93009
The Honorable Judy Mikels Fourth District, County of Ventura 3855-F Alamo Street Simi Valley, CA 93063	The Honorable Elton Gallegly U.S. Congressman, 23rd District 300 Esplande Dr, Suite 1800 Oxnard,CA 93030-1261	The Honorable Keith Richman Dist. 38 - State Legislature 10727 White Oak #124 Granada Hills, CA 91344

### 6.1.2      Agencies

Mike Sedell, City Manager City of Simi Valley 2929 Tapo Canyon Rd Simi Valley, CA 93063	Technical Support Division California Air Resource Board P.O. Box 2815 Sacramento, CA 95812	Fred Worthly Ca. Dept. of Fish & Game 350 Golden Shore, Suite 50 Long Beach, CA 90802
--	--	--

Pam Beare, C.F. Raysbrook California Dept. of Fish & Game 4949 Viewridge Avenue San Diego, CA 92123	Battlion Chief- Battalion 4 Ventura County Fire Department 1910 Church Street Simi Valley, CA 93065	Ventura County Heritage Board 800 S. Victoria Ave. Ventura, CA 93009
Gene Hostetler Rancho Simi Recreation and Park District 1692 Sycamore Drive Simi Valley, CA 93065	State Clearinghouse P.O. Box 3044 Sacramento, CA 95812-3044	Diane Nodio, Manager U.S. Fish & Wildlife Service 2493 Portola Rd, Suite B Ventura, CA 93003
Richard Baldwin Ven. Co. Air Pollution Control Dist. 669 County Square Drive, 2nd Floor Ventura, CA 93003-5417	Jeffrey Smith, AICP SCAG 818 W. 7 <sup>th</sup> St. 12 <sup>th</sup> Floor Los Angeles, CA 90017-3435	Christopher Stephens, County Planning Director County of Ventura 800 S Victoria Ave, L#1750 Ventura, CA 93009
Ca. Regional Water Quality Control Board Elizabeth Erickson 320 W. 4 <sup>th</sup> St., Suite 200 Los Angeles, CA 90013	James A. Noyes Director of Public Works County of Los Angeles 900 South Fremont Ave Alhambra, CA 91803	Area Commander California Highway Patrol P.O. Box 3237 Ventura, CA 93003
Mr. Eric Bergh, Manager Calleguas Municipal Water District 2100 Olsen Road Thousand Oaks, CA 91360	Tim Nanson, Director City of Simi Valley, Public Works 2929 Tapo Canyon Rd Simi Valley, CA 93063	Mark Pisano, Executive Director SCAG 818 W. 7th Street Los Angeles, CA 90017
Executive Secretary Native American Heritage Comm. 915 Capitol Mall, Room 288 Sacramento, CA 95814	Paul Edelman, Al Boughey Santa Monica Mountains Conservancy 5750 Ramirez Canyon Rd Malibu, CA 90265	Dennis Dasker, Chief LARWQCB 320 W. 4th St, Suite 200 Los Angeles, CA 90013
Pete Nichols/Paul Spitler California Wilderness Coalition 2655 Portage Bay East Ste 5 Davis, CA 95616	Ventura County Historical Society Southern Pacific Building 100 East Main Street Ventura, CA 93001	Arthur E. Goulet, Director Ventura Co. Public Works Agency 800 S. Victoria Ave Ventura, CA 93009-1600
Ginger Gherardi, Exec. Director Ventura County Assoc. of Govt's 950 County Square Dr, Suite 207 Ventura, CA 93003	Dana E. Heiberg, Woody Smeck National Park Service Santa Monica Mountains NRA 401 West Hillcrest Drive Thousand Oaks, CA 91360	

### **6.1.3**

#### **Businesses/Organizations**

Corriganville Preservation Committee 2277 Stinson Street Simi Valley, CA 93065	Sierra Club-Los Padres Chapter P.O. Box 90924 Santa Barbara, CA 93910
---	---

## 6.2 Document Availabilty

The Rocky Peak Road Ramps EA/IS is available for public review at the following locations:

Caltrans District 7	Ventura Co. Public Works Agency	Simi Valley Library
Division of Environmental Planning	Transportation Department	2969 Tapo Canyon Road
120 South Spring Street	Government Center Office	Simi Valley, CA 93063
Los Angeles, CA 90012	800 South Victoria Avenue	
	Ventura, CA 93009	

[http://www.dot.ca.gov/dist07/pubs/enviro\\_docs.shtml](http://www.dot.ca.gov/dist07/pubs/enviro_docs.shtml)



# Appendix A Title VI Policy Statement

---

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE DIRECTOR  
1120 N STREET  
P. O. BOX 942873  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-5267  
FAX (916) 654-6638



July 26, 2000

## TITLE VI POLICY STATEMENT

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.


A handwritten signature in black ink that reads "Jeff Morales".

JEFF MORALES  
Director

(This page intentionally left blank)

# Appendix B Notice of Scoping/ Initiation of Studies Letter

---

<small>STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY</small>	<small>GRAV DASTS, Groomed</small>
<b>DEPARTMENT OF TRANSPORTATION</b> DISTRICT 7, 120 SOUTH SPRING STREET LOS ANGELES, CA 90012-3696 TDD (213) 897-6610	 <i>Flax your power! Be energy efficient!</i>
December 11, 2001	File:07-VEN-118 KP 51.5/52.3 Construct EB Off-ramp and WB On-ramp to Rocky Peak Road Interchange
Responsible Agencies, Review Agencies, Trustee Agencies, and Individuals interested in the proposed project	
<b><u>Notice of Scoping/Initiation of Studies</u></b>	
<p>The California Department of Transportation (Caltrans) is initiating studies for improvements to the interchange of State Highway Route 118 and Rocky Peak Road in the County of Ventura. The proposed improvements include:</p> <ul style="list-style-type: none"><li>▪ Adding an eastbound single lane off-ramp on the west-half of State Route 118 and Rocky Peak Road interchange.</li><li>▪ Adding a westbound single lane on-ramp on the west-half of State Route 118 and Rocky Peak Road interchange.</li><li>▪ Installing a ramp-meter on the westbound on-ramp.</li></ul> <p>A graphical representation of the proposal is attached.</p> <p>Preliminary environmental resource studies indicate that the appropriate environmental document for this project would be an Initial Study/Environmental Assessment that could lead to a Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI).</p> <p>Please advise us within 30 days from the date of this notice if you have existing facilities or plan development in the study area. During the course of this study, Caltrans will work closely with all agencies and their staff to exchange ideas, assure that all pertinent factors are considered, and develop mitigation that might afford a mutually acceptable solution. Caltrans would welcome any other comments or suggestions you may have concerning potential social, economic, and environmental impacts along the Route 118 project limits.</p> <p>If requested, a public hearing will be held to discuss the project studies when sufficient engineering, environmental and socioeconomic data has been developed. The public hearing will be publicized and you will be notified in advance of the time and location.</p> <p style="text-align: center;"><small>"Caltrans improves mobility across California"</small></p>	

Please send your written comments by January 12, 2002 to:

Ronald J. Kosinski, Deputy District Director  
Division of Environmental Planning, Mail Stop 16A  
California Department of Transportation  
120 South Spring Street  
Los Angeles, CA 90012-3606  
Attention: Cherylann L. Henderson

If you have any questions, please contact Cherylann L. Henderson at (213) 897-9095 (email: [cheryl.henderson@dot.ca.gov](mailto:cheryl.henderson@dot.ca.gov)). Caltrans would like to thank you for your interest in this important transportation study.

Sincerely,

Ron Kosinski, Deputy District Director  
Division of Environmental Planning

Attachment

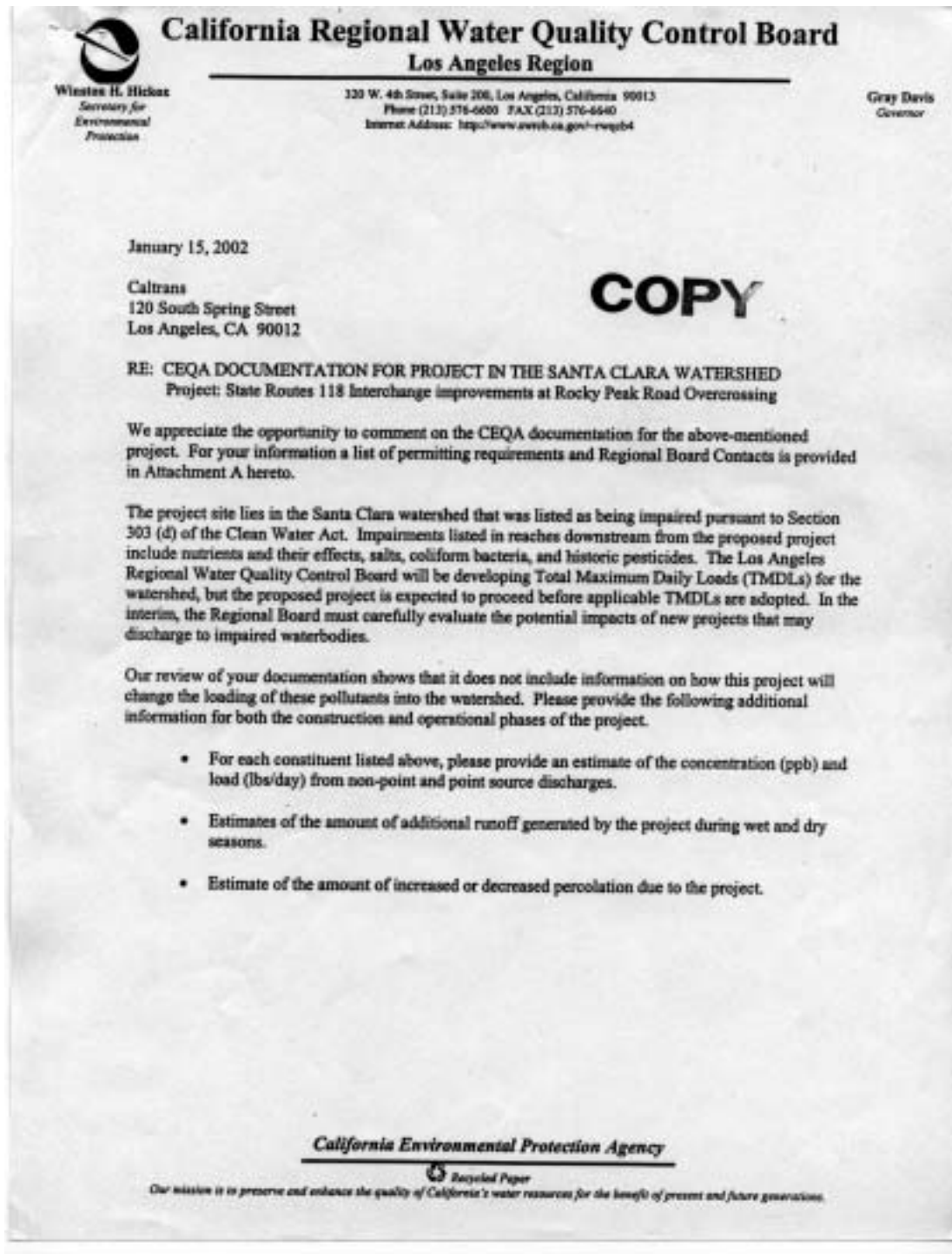
"Caltrans improves mobility across California"

## Appendix C Scoping Comments Received

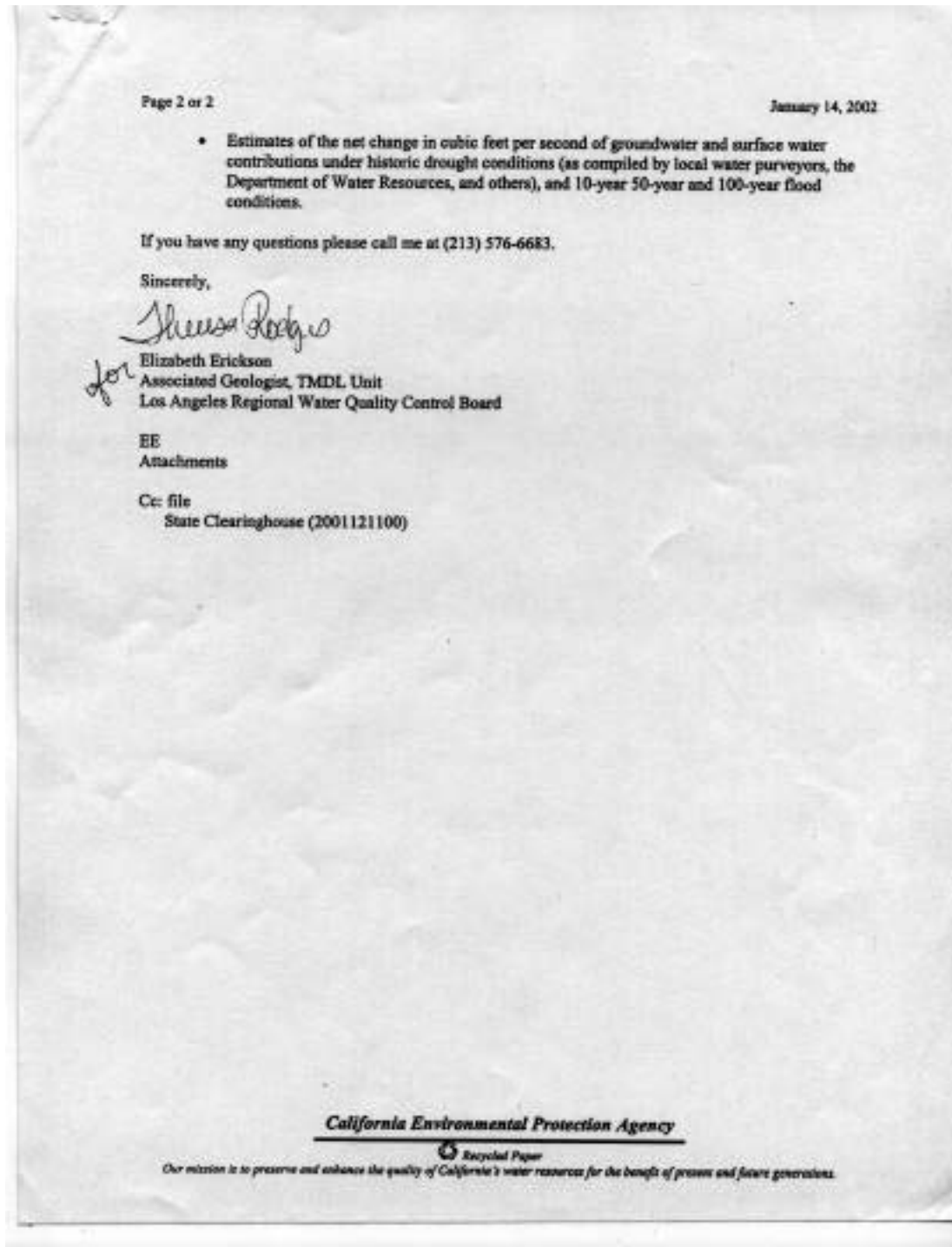
Correspondent	Key Comments	Addressed
California Regional Water Quality Control Board	<ul style="list-style-type: none"> <li>A request for additional information regarding the project and how it may influence water quality</li> </ul>	Section 3.2.8
Department of Fish and Game	<ul style="list-style-type: none"> <li>A complete, recent assessment of the flora and fauna within and adjacent to the project area should be performed.</li> <li>A thorough discussion of direct, indirect and cumulative impacts should be performed.</li> <li>A range of alternatives should be analyzed.</li> <li>A California Endangered Species Act Permit may be necessary.</li> </ul>	Chapter 2 Section 3.2.4
Department of the Interior	<ul style="list-style-type: none"> <li>The project may diminish the value of the Rocky Peak Overcrossing as a wildlife corridor. A wildlife bridge should be proposed.</li> <li>A program should be implemented to track wildlife movement.</li> </ul>	Section 3.2.4
Rancho Simi Recreation and Park District	<ul style="list-style-type: none"> <li>The project may reduce accessibility to Rocky Peak Park.</li> <li>Loss of parking</li> <li>The project may diminish the value of the Rocky Peak Overcrossing as a wildlife corridor.</li> </ul>	Section 3.2.4 Section 3.2.13 Section 3.2.14 Section 3.2.15
Santa Monica Mountains Conservancy	<ul style="list-style-type: none"> <li>The project may diminish the value of the Rocky Peak Overcrossing as a wildlife corridor.</li> <li>The project may reduce accessibility to Rocky Peak Park.</li> </ul>	Section 3.2.4 Section 3.2.13 Section 3.2.14 Section 3.1.15
City of Simi Valley	<ul style="list-style-type: none"> <li>The area of potential effect should be surveyed for vegetation that is considered endangered, rare, and a “species of concern.”</li> <li>Pedestrian safety should be examined.</li> </ul>	Section 3.2.4 Section 3.2.15
Southern California Association of Governments	<ul style="list-style-type: none"> <li>Appropriate SCAG policies be properly cited</li> </ul>	Section 3.2.3
Ventura County Air Pollution Control District	<ul style="list-style-type: none"> <li>The district recommends that conditions be placed to minimize fugitive dust and particulate matter.</li> </ul>	Section 3.2.3
Ventura County, Public Works Agency	<ul style="list-style-type: none"> <li>No air quality impacts are anticipated.</li> <li>The project may induce population growth.</li> </ul>	Section 3.2.3 Section 3.2.12
Fire Station 43, Captain Frank McGrath	<ul style="list-style-type: none"> <li>The completion of the proposed project is essential to the station’s emergency response times.</li> </ul>	Section 3.2.13

(This page intentionally left blank)

California Regional Water Quality Control Board



## California Regional Water Quality Control Board






Department of Fish and Game

STATE OF CALIFORNIA-THE RESOURCES AGENCY  
DEPARTMENT OF FISH AND GAME  
South Coast Region  
4849 Viewridge Avenue  
San Diego, California 92123  
(858) 487-4201  
FAX (858) 487-4299

GRAY DAVIS, Governor

January 18, 2002



Cherylann L. Henderson  
California Department of Transportation  
120 S. Spring Street  
Los Angeles, California 90012-3606

Dear Ms. Henderson:

**Comments on the Notice of Preparation of a Draft Environmental Impact Report for the  
SR 118 Interchange Improvements at Rocky Peak Road Overcrossing  
(SCH# 200112110)**

The Department of Fish and Game (Department) appreciates this opportunity to comment on the above-referenced project relative to impacts to biological resources. The proposed project will add an eastbound single lane off-ramp and a westbound single lane on-ramp on State Route 118 and Rocky Peak Road interchange. To enable Department staff to adequately review and comment on the proposed project, we recommend the following information be included in the Draft Negative Declaration:

1. A complete, recent assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats.
  - a. A thorough recent assessment of rare plants and rare natural communities, following the Department's May 1984 Guidelines (revised August 1997) for Assessing Impacts to Rare Plants and Rare Natural Communities.
  - b. A complete recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.
  - c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, § 15380).

Department of Fish and Game

Cherylann L. Henderson  
California Department of Transportation  
January 18, 2002  
Page 2

- d. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.
2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance and minimizing impacts.
  - a. CEQA Guidelines, § 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
  - b. Project impacts should be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas, should be fully evaluated and provided.
  - c. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
  - d. A cumulative effects analysis should be developed as described under CEQA Guidelines, § 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
  - e. Impacts to migratory wildlife affected by the project should be fully evaluated. This can include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds.
  - f. Impacts to all habitat from City and County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.
  - g. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (March 1 - August 15) to avoid take (including

Department of Fish and Game

Cherylann L. Henderson  
California Department of Transportation  
January 18, 2002  
Page 3

disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, active nests shall be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500 foot buffer for all active raptor nests).

3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, native woodlands, etc. should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.
  - a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Off-site compensation for unavoidable impacts through acquisition and protection of high-quality habitat elsewhere should be addressed.
  - b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts.
  - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
4. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit. For these reasons, the following information is requested:
  - a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
  - b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.

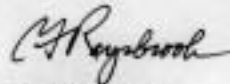
Department of Fish and Game

Cherylann L. Henderson  
California Department of Transportation  
January 18, 2002  
Page 4

5. The Department opposes the elimination of watercourses and/or their channelization or conversion to subsurface drains. All wetlands and watercourses, whether intermittent or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations.
- \* The Department requires a Lake or Streambed Alteration Agreement, pursuant to Section 1600 *et seq.* of the Fish and Game Code, with the applicant prior to any direct or indirect impact of a lake or stream bed, channel, or bank or associated riparian resources. The Department's issuance of a Streambed Alteration Agreement for a project that is subject to CEQA will require CEQA compliance actions by the Department as a responsible agency. To facilitate our issuance of the agreement when CEQA applies, the Department may consider the local jurisdiction's document for the project. To minimize additional requirements by the Department, the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

Thank you for this opportunity to comment. Questions regarding this letter or further coordination on these issues should be directed to Ms. Trudy Ingram at 805-640-9897.

Sincerely,



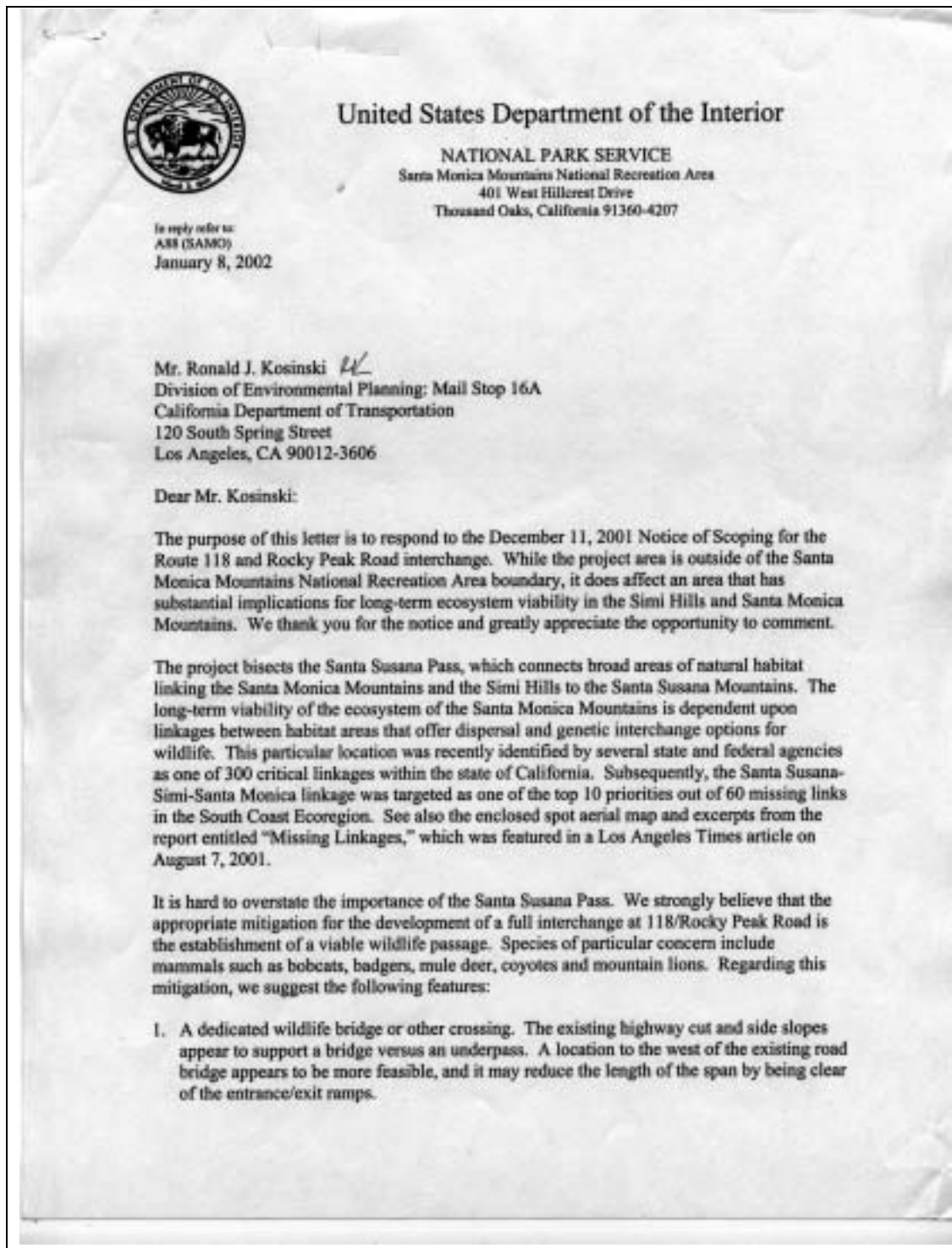
C. F. Raysbrook  
Regional Manager

cc: Ms. Morgan Wehtje - DFG, Camarillo  
Ms. Terri Dickerson - DFG, Laguna Niguel  
Ms. Trudy Ingram - DFG, Ojai

State Clearinghouse - Sacramento

TJ:t/sj  
File: Chron  
file:staff\ingram\NOP for Draft EIR 1\_18\_02.wpd

United States Department of the Interior



United States Department of the Interior

National Park Service  
Caltrans - Kosinski, 118 at Rocky Peak

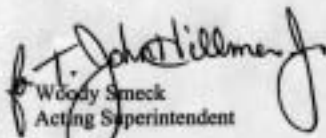
Page 2  
January 7, 2002

2. The bridge should be covered with soil and native vegetation and have solid sides to block views of the highway and vehicles.
3. The approaches to the crossing must also be considered if wildlife passage is to be optimized. Fencing to keep target species off of the freeway and to direct them to the crossing will be critical.
4. A review of published sources and information from a recent tour of European wildlife crossing facilities in five countries indicates that many "green bridges" are in the range of 8 to 15 meters wide (October 2001 International Technology Scan sponsored by FHWA and AASHTO). Many of the European examples are hourglass shaped overpasses. However, narrower, simple bridges that are considerably more narrow were also cited as being effective for small, medium and large mammals in some circumstances.
5. Our experience tracking mammals in the Santa Monica Mountains suggests that an unpaved pedestrian trail on an otherwise vegetated "green bridge" would not greatly reduce its use by wildlife.
6. A program should also be implemented to monitor wildlife movement before and after the facility is constructed.

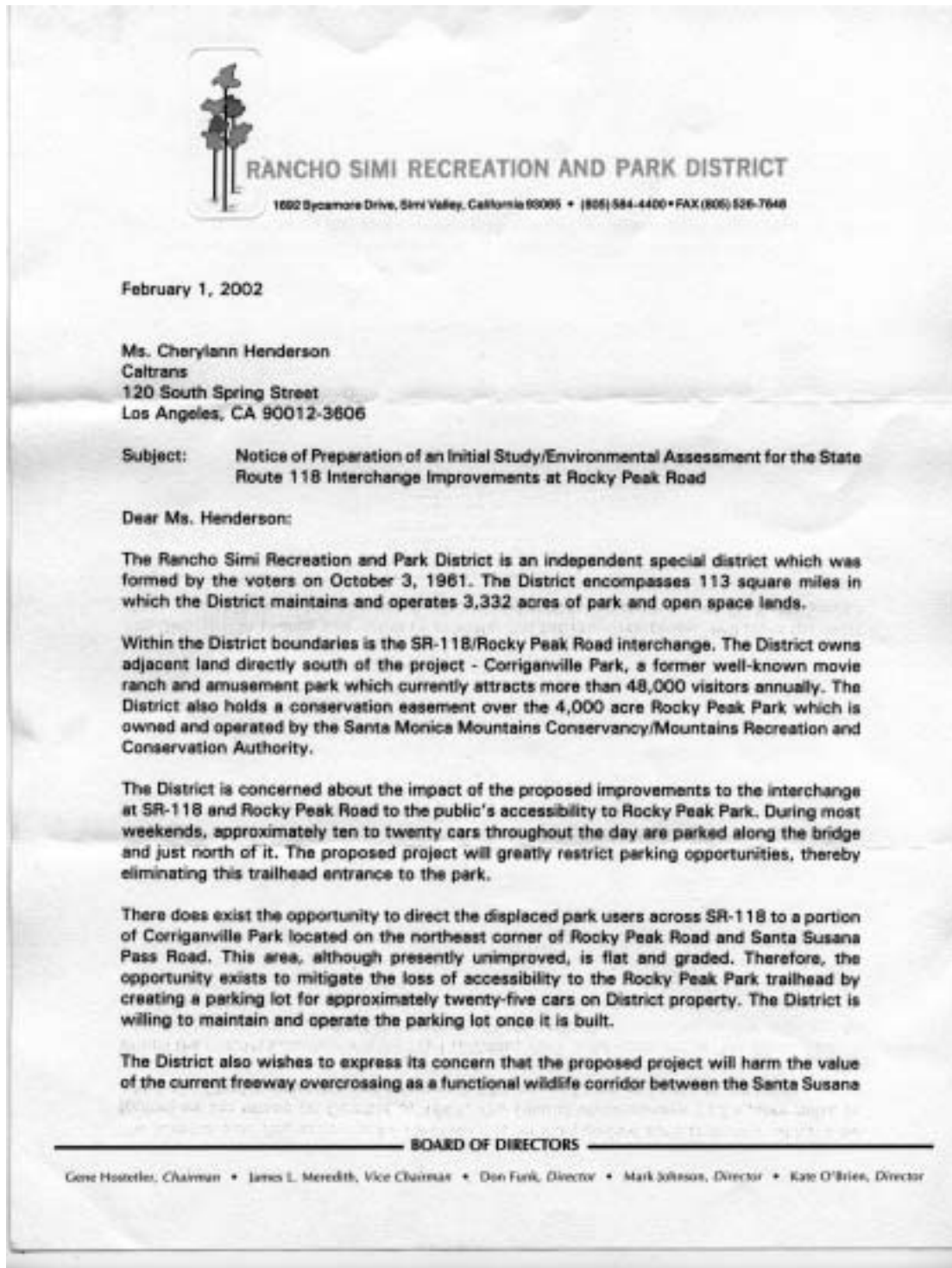
We recognize that there will be a substantial cost to design and construct a wildlife crossing. The National Park Service is ready to support the Department of Transportation in efforts to gain supplemental mitigation funding for this project and also to assist with the implementation of monitoring devices at the crossing. Our initial thought is that the project would be a strong candidate for the TEA-21 Enhancement Program or the state's Environmental Enhancement and Mitigation funding, although other funding sources may be more effective.

If there are any questions on this project or if we can be of assistance, please call Chief of Planning, Science and Resource Management, Dr. Ray Sauvajot, at 805-370-2339 or Transportation Planner Dana Heiberg at 805-370-2347.

Sincerely,

  
Woody Smeck  
Acting Superintendent  
Enclosure

## Rancho Simi Recreation and Park District





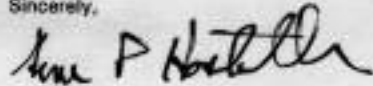
## Rancho Simi Recreation and Park District

Rocky Peak Park  
Page 2 of 2

Mountains and the Simi Hills. This overpass now provides a cross-freeway movement corridor for many animals including mountain lions. The additional constant noise and traffic of the proposed project is sure to impact the crossing as a wildlife corridor. The District encourages Caltrans to carefully study possible mitigation measures including a wildlife habitat bridge or acquisition of immediate open space between the interchange and Box Canyon Road which would encourage wildlife movement in the area.

Thank you for the opportunity to comment at this early stage of the planning process. Please direct all future correspondence regarding this matter to Ed Hayduk, Park Planning and Development Administrator at 805-584-4421.

Sincerely,

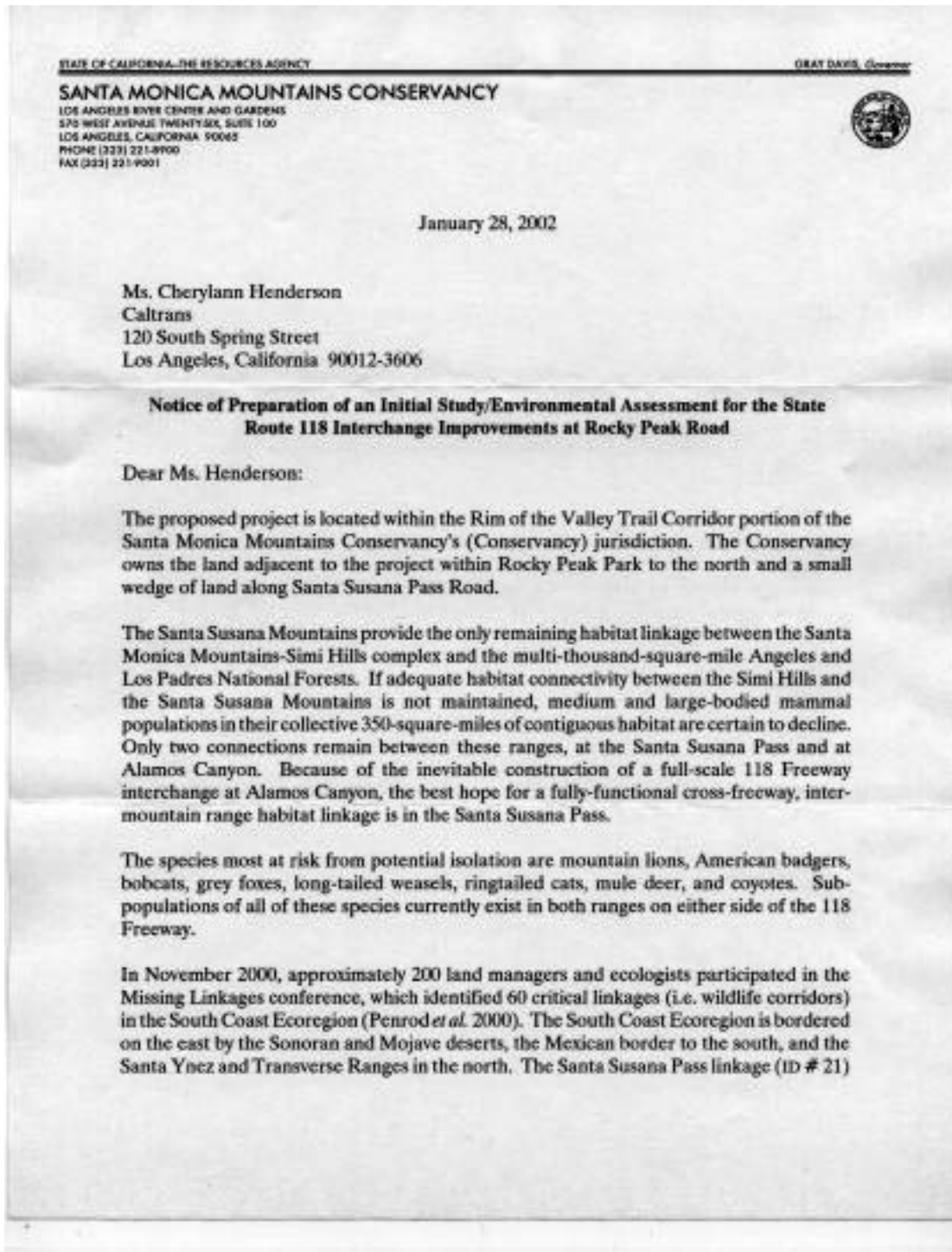


Gene P. Hostetler  
Chairman  
Board of Directors  
GPH/jh

c: Board of Directors  
General Manager  
Park Planning and Development Administrator  
Legal Counsel



## Santa Monica Mountains Conservancy



## Santa Monica Mountains Conservancy

Caltrans  
State Route 118 Interchange Improvements at Rocky Peak Road  
January 28, 2002  
Page 2

belongs to a grouping of linkages in the Santa Monica Mountains and Simi Hills that the conference identified as one of the ten most important and imperiled wildlife corridors in the ecoregion.

The 118 Freeway severs the Santa Susana Mountains from the Simi Hills. Currently, the freeway overpass and underpass in the Santa Susana Pass provide a cross-freeway movement corridor. In addition, many animals, particularly mountain lions, make unsuccessful crossings on the actual freeway road surface. The Environmental Assessment prepared by Caltrans entitled, "State Route 118 (Ronald Regan Freeway) Freeway Widening from Tapo Canyon Road to the Ventura/Los Angeles County Line," describes another project within the region whereby the two freeway lanes will be added to the 118 Freeway. However, to date, not a single development project approval, or road project, has included any mitigation to offset the cumulative adverse effects of the 118 Freeway on wildlife movement between the Simi Hills and the Santa Susana Mountains.

The proposed improvements to the interchange at State Route 118 and Rocky Peak Road will greatly diminish the value of the overcrossing as a functional wildlife corridor because of a reduction of vegetative cover and the subsequent replacement with pavement, an increase in vehicular traffic, and an increase in human use and disturbance of the area. Therefore, the appropriate mitigation for the creation of a full interchange at State Route 118 and Rocky Peak Road is the establishment of a separate wildlife bridge. This bridge should be covered with soil and native vegetation, and all land leading up to the bridge should be restored with native vegetation. Solid sides should be erected to block the views of the highway, so as not to prevent the use of the bridge from wildlife. This view is supported by the National Park Service in their letter dated January 8, 2002.

The proposed improvements to the interchange at State Route 118 and Rocky Peak Road will also reduce the accessibility of Rocky Peak Park to the public. During most weekends, approximately ten to twenty cars are parked along the bridge and just north of it. The changes to the intersection proposed in this project will create additional traffic, thereby removing parking for the trailhead at Rocky Peak Park. The Rancho Simi Recreation and Park District owns Corriganville Park south of State Route 118 and adjacent to its right-of-way. The northeast corner, which is part of Corriganville Park, of the intersection of Rocky Peak Road and Santa Susana Pass Road is flat and graded. Therefore, the appropriate mitigation for the reduced accessibility to the Rocky Peak Park trailhead is the creation of a parking lot for twenty-five cars on the piece of land owned by the Rancho Simi Recreation and Park District. The Rancho Simi Recreation and Park District is willing to maintain the parking lot once it is built.

Santa Monica Mountains Conservancy

Caltrans  
State Route 118 Interchange Improvements at Rocky Peak Road  
January 28, 2002  
Page 3

As mitigation, funding should be committed to the purchase of APN 2723-001-011, which is 0.17 acres and lies immediately north of Santa Susana Pass Road and adjacent to Corriganville Park. This property is also adjacent to the aforementioned lot proposed as a parking lot. The purchase of this property would assist in the protection of the area as a critical wildlife movement corridor.

If the wildlife bridge is not required, significant funding must be committed to acquire open space between the interchange and Box Canyon Road. Such acquisitions would enhance wildlife movement. More specifically, this funding should be sufficient to complete a contiguous corridor of protected land between the interchange and Box Canyon Road. This corridor would be located south of Santa Susana Pass Road.

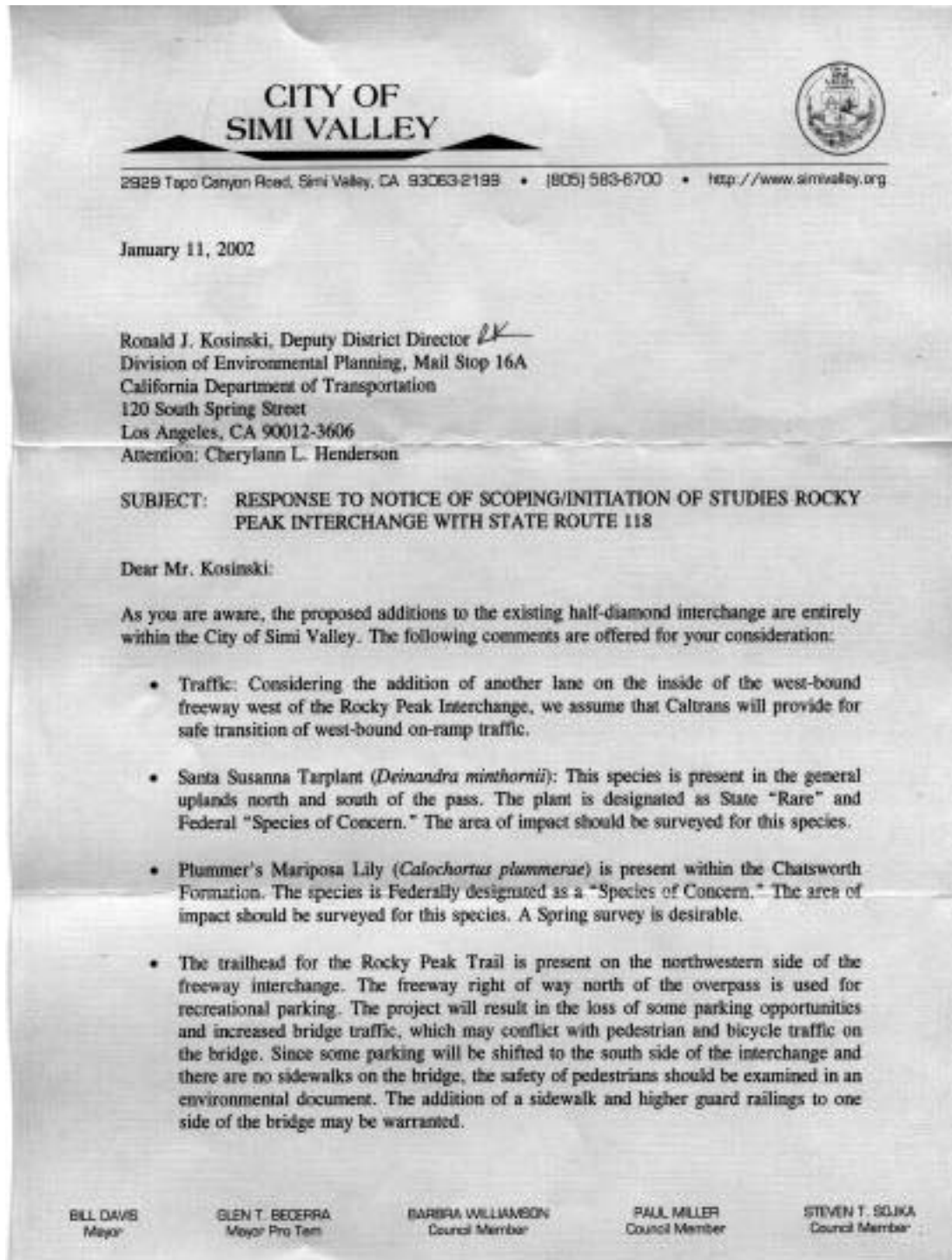
Please direct any questions or future correspondence to Paul Edelman of our staff at (310) 589-3200 ext. 128.

Sincerely,



MICHAEL BERGER  
Chairperson

City of Simi Valley



City of Simi Valley

Ronald J. Kosinski, Deputy District Director  
Division of Environmental Planning, Mail Stop 16A  
California Department of Transportation  
Page 2

If the City can be of any assistance to you related to this project, please do not hesitate to contact Deputy Director/Traffic Engineer Ron Fuchiwaki at (805) 583-6808 or Senior Planner Michael Kuhn at (805) 583-6776.

Sincerely,

  
Al Boughey, Director  
Department of Environmental Services

cc: Assistant City Manager, L. Magelnicki  
Deputy Director/Traffic Engineer  
Senior Planner, M. Kuhn

11-0212



Southern California Association of Governments

January 11, 2002

Mr. Ronald J. Kosinski  
Deputy District Director  
Division of Environmental Planning, Mail Stop 16A  
California Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012-3606  
Attention: Cherylann L. Henderson

RE: **Comments on the Notice of Scoping / Initiation of Studies for the State Highway 118 and Rocky Peak Road Interchange Improvement Project – SCAG No. 1 20020007**

Dear Mr. Kosinski:

Thank you for submitting the **Notice of Scoping / Initiation of Studies for the State Highway 118 and Rocky Peak Road Interchange Improvement Project** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

In addition, The California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and **regional plans (Section 15125 [d])**. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan, which may be applicable to your project, are outlined in the attachment. **We expect the environmental document to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your environmental document. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.**

Please provide a minimum of 45 days for SCAG to review the environmental document when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1857. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP  
Senior Planner  
Intergovernmental Review



Southern California Association of Governments

January 11, 2002  
Mr. Ronald J. Kosinski  
Page 2

**COMMENTS ON THE  
NOTICE OF SCOPING / INITIATION OF STUDIES  
FOR THE  
STATE ROUTE 118 / ROCKY PEAK ROAD  
INTERCHANGE IMPROVEMENT PROJECT  
SCAG NO. I 20020007**

**PROJECT DESCRIPTION**

The proposed Project considers the initiation of studies for improvements to the interchange of State Highway route 118 and Rocky Peak Road in the County of Ventura.

**CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES**

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the environmental documentation for the State Highway 118 and Rocky Peak Road Interchange Improvement Project.

3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

The **Regional Transportation Plan (RTP)** also has goals, objectives, policies and actions pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant goals, objectives, policies and actions of the RTP are the following:

**Core Regional Transportation Plan Policies**

4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*

4.04 *Transportation Control Measures shall be a priority.*

4.16 *Maintaining and operating the existing transportation system will be a priority over*



Southern California Association of Governments

January 11, 2002  
Mr. Ronald J. Kosinski  
Page 3

*expanding capacity.*

**GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING**

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

**GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE**

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.18 *Encourage planned development in locations least likely to cause environmental impact.*
- 3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

## Southern California Association of Governments

January 11, 2002  
Mr. Ronald J. Kosinski  
Page 4

- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

### **AIR QUALITY CHAPTER CORE ACTIONS**

The **Air Quality Chapter** core actions related to the proposed project includes:

- 5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*
- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

### **CONCLUSIONS**

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

## Southern California Association of Governments

January 11, 2002  
Mr. Ronald J. Kosinski  
Page 5

### SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

#### Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. 134, 49 U.S.C. 5301 et seq., 23 C.F.R. 450, and 49 C.F.R. 613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65060 and 65062 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40450(b)-(c). SCAG is also designated under 42 U.S.C. 7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. 7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for reviewing all *Congestion Management Plans (CMPs)* for consistency with regional transportation plans required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-86 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21067, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. 1326(a)(2) (Section 206 of the Federal Water Pollution Control Act), SCAG is the authorized *Armside Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

Ventura County Air Pollution Control District

JAN 11 2002 07:40

JAN 04 2002 1:05 PM

JAN 04 2002

**VENTURA COUNTY  
AIR POLLUTION CONTROL DISTRICT**  
Memorandum

TO: Joseph Eisenhut, Planning

DATE: January 3, 2002

FROM: Andy Brown <sup>NB</sup>

SUBJECT: Request for Review of Notice of Scoping/Initiation of Studies for the State Highway Route 118 and Rocky Peak Road Interchange Improvements Project, City of Simi Valley (Reference No. 01-109)

Air Pollution Control District staff has reviewed the subject project Notice of Scoping/Initiation of Studies, which is a proposal by Caltrans for improvements to the interchange of State Highway Route 118 and Rocky Peak Road, in the City of Simi Valley.

The proposed project intends to improve traffic operations along State Highway Route 118 in the following ways: Adding an eastbound single lane off-ramp on the west-half of state Route 118 and Rocky Peak Road interchange; Adding a westbound single lane on-ramp on the west-half of State Route 118 and Rocky Peak Road interchange; Installing a ramp-meter on the westbound on-ramp.

Based on the information provided to District staff no significant air quality impacts are expected to result from the project. Project grading and construction would result in temporary air pollutant emissions from the use of heavy construction equipment and generation of fugitive dust, however, because these emissions are temporary in nature they would not create a significant impact. The District recommends the following conditions be placed on the permit to help minimize fugitive dust and particulate matter that may result from any grading and construction activities on the site:

- 1) All clearing, filling, grading, earth moving, or excavation activities shall cease during periods of high winds to prevent excessive amounts of fugitive dust.
- 2) All trucks that will haul excavated or graded material off site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- 3) All unpaved on-site roads shall be periodically watered or treated with environmentally-safe dust suppressants to prevent excessive amounts of dust.

Ventura County Air Pollution Control District

Hwy. 118 & Rocky Peak Rd. Interchange Improvement Project/01-109  
January 3, 2002  
Page 2

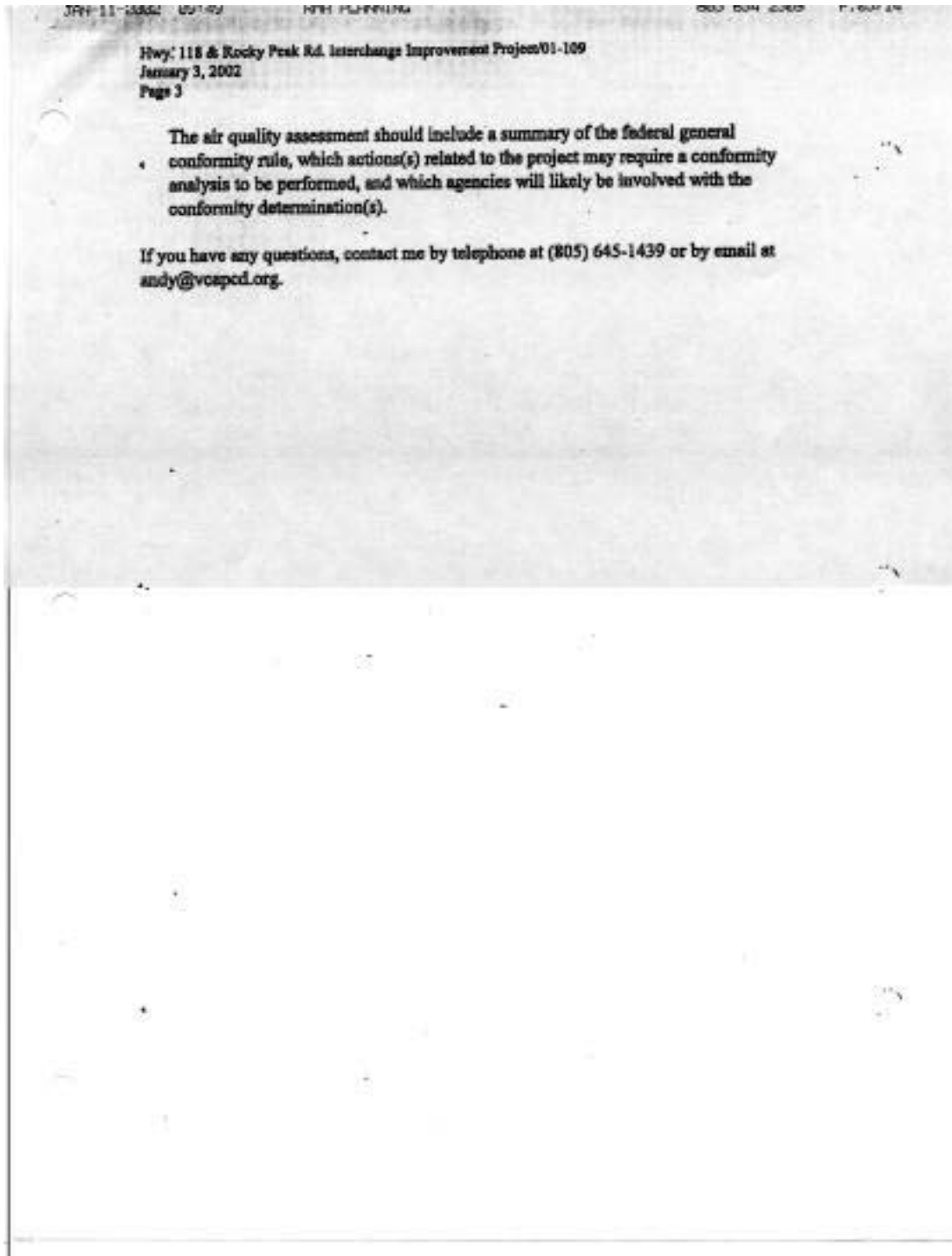
- 4) The area disturbed by clearing, grading earth moving, or excavation operations shall be minimized to prevent excessive amounts of fugitive dust.
- 5) All active portions of the site shall be either periodically watered or treated with environmentally-safe dust suppressants to prevent excessive amounts of dust.
- 6) On-site vehicle speeds shall not exceed 15 miles per hour.
- 7) Construction equipment engines shall be maintained in good condition and in proper tune as per manufacturers' specifications.
- 8) Facilities shall be operated in accordance with the Rules and Regulations of the Ventura County Air Pollution Control District, with emphasis on Rule 51, Nuisance.

"A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endangers the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property."

- 9) This project appears to be subject to the requirements of the federal General Conformity regulation. Conformity is defined in the Clean Air Act as conformity to an air quality implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards, exacerbate existing violations, or interfere with timely attainment or required interim emission reductions towards attainment. Section 176(c) of the Clean Air Act requires the EPA to develop criteria and procedures for determining the conformity of transportation and nontransportation (general) projects that require federal agency approval or funding with the applicable air quality plan.


On November 23, 1993, a rule entitled "Determining Conformity of General Federal Actions to State or Federal Implementations Plans" was published in the Federal Register. This rule states that a federal agency may not "engage in, support in any way or provide financial assistance for, license or permit, or approve any activity which does not conform to an applicable implementation plan." I have attached a summary of the federal General Conformity rule for your information (see Attachment 1). If you need information beyond that provided in the summary, the Federal Register notice contains background and explanatory material, and the Environmental Protection Agency has issued supplemental guidance on implementing the federal General Conformity rule.

## Ventura County Air Pollution Control District



Ventura County Public Works Agency

JAN 04 2002



**PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic and Planning & Administration**

**MEMORANDUM**

January 3, 2002

**TO:** Resource Management Agency, Planning Division  
Attention: Joseph Eisenhut

**FROM:** Nazir Lalami, Principal Engineer *NL*

**SUBJECT:** Review of Document 01-109  
Notice of Scoping/Initiation of Studies  
Highway 118 Interchange Improvements at Rocky Peak Fire Road  
Applicant: Caltrans  
Lead Agency: Caltrans

The Transportation Department has reviewed the subject Notice of Scoping/Initiation of Studies for the Highway 118 Interchange Improvements at Rocky Peak Fire Road, as proposed by Caltrans. The proposed project is addition of an eastbound single lane off-ramp on west-half of State Route 118 and Rocky Peak Fire Road interchange, addition of a westbound single lane on-ramp on west-half of State Route 118 and Rocky Peak Fire Road interchange and installing a ramp meter on the westbound ramp. We offer the following comments:

1. We concur with the proposed project for those areas under the purview of the Transportation Department.
2. This project may have the potential to encourage development in the unincorporated area near the interchange. This potential should be evaluated in the Study and Environmental document.
3. Our review of this project is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at 654-2080 if you have questions.

c: Ray Gutierrez, Jr.

NL-RH-BB-AB:jw  
C:\pwwork\transportation\01-109

## Firestation 43, Captain Frank McGrath





Firestation 43, Captain Frank McGrath

\*Provide a point to re-direct east bound traffic in the event of a problem between Rocky Peak & Topanga Cyn.

\*Provide an exit for motorist with overheating or mechanical problems while pulling the east bound grade from Mushner.

\*Environmental impact would be minimal. the area has been graded in the pass, used area has been a storage site for years.

I think it would be of great benefit for all emergency services to construct the off-ramps.

Frank McGrath  
Captain, Ventura County Fire Dept.

>>> <Cheryl.Henderson@dot.ca.gov> 01/24/02 07:52AM >>>

Captain McGrath,  
Per our phone conversation on January 23, 2002, I am a Associate  
Environmental Planner preparing the Environmental Document (ED) for the  
following project:

At the request of Ventura County Transportation Committee, Caltrans  
proposes to construct the eastbound off-ramp and westbound on-ramp for  
State Route (SR) 118 at Rocky Peak Road Overcrossing. Both ramps will be  
constructed as a single-lane ramp with the off-ramp transitioning to two  
lanes at the ramp terminus, and a ramp-meter will be installed on the  
westbound on-ramp. The proposed ramps would complete the west half  
interchange of SR 118 and Rocky Peak Road.

The purpose of the project is to provide emergency vehicle access to SR  
118. In preparing the ED, I need to justify the need for the project and  
that is where you come in. In our conversation, you indicated 15 to 20  
minutes of additional time needed to respond to an emergency on SR 118.  
Also, three emergency response units are required for this area. I need  
this information and anything more in a written format to be included in  
the ED. You can send it to me by email address or mail it to me at:

Cherylann L. Henderson, Mail Station 1-7A  
Division of Environmental Planning  
California Department of Transportation  
120 South Spring Street  
Los Angeles, CA 90012-3606

Whatever information you send to me, I appreciate it very much. If there  
are any questions, you can reach me at 313-897-9095. Thank you for your  
assistance.

Sincerely,  
Cherylann Henderson

(This page left intentionally blank)

---

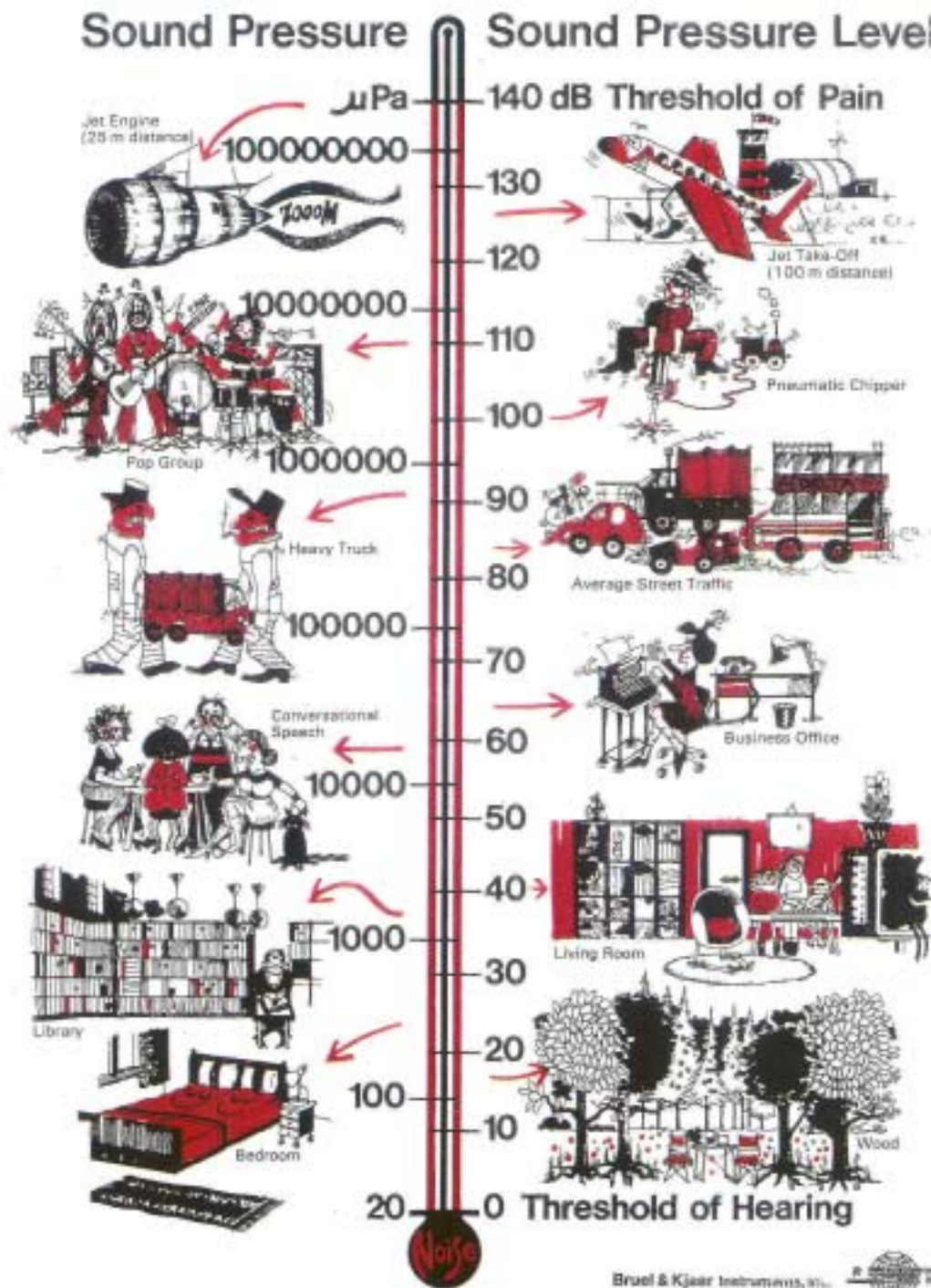
## Appendix D Noise Measurement Site Map

---



(This page left intentionally blank)

## Appendix E Sound Pressure Table



(This page left intentionally blank)

---

## Appendix F List of Abbreviated Terms

---

### List of Abbreviated Terms

ADL	Aerially Deposited Lead
ADT	Average Daily Traffic
APCD	Air Pollution Control District
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
CEQA	California Environmental Quality Act
CDFG	California Department of Fish and Game
CNDDDB	California Natural Diversity Data Base
Caltrans	California Department of Transportation
dBA	A-weighted decibels
EB	East bound
ESA	Environmentally Sensitive Area
FHWA	Federal Highway Administration
FPPA	Farmland Protection Policy Act
ft	foot/feet
kg	kilogram
km	kilometer(s)
KP	kilometer post
l	liter
LARTS	Los Angeles Regional Transportation Study
LCA	Land Conservation Act
m	meter(s)
mi	mile(s)
ml	milligram
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NHPSR	Negative Historical Property Survey Report
OHWM	Ordinary High Water Mark
PM	post mile
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SOAR	Save Our Agricultural Resources
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
TASAS	Traffic Accident Surveillance and Analysis System
TIP	Transportation Improvement Plan
TNAP	Traffic Noise Analysis Protocol
USACOE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Act
USFWS	United States Fish and Wildlife Service
VAQMP	Ventura Air Quality Management Plan
VCTC	Ventura County Transportation Commission
WB	West bound

(This page left intentionally blank)




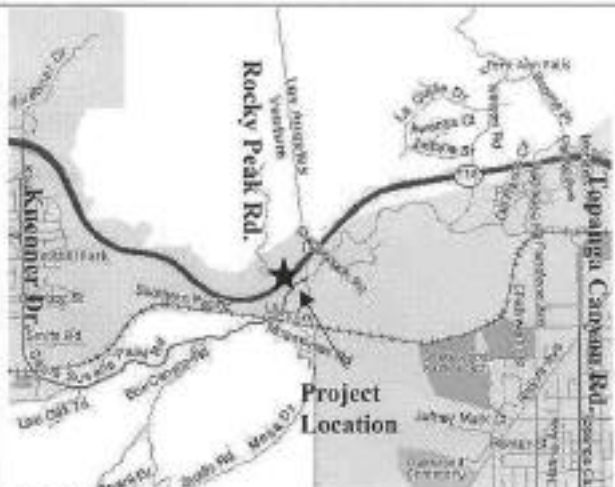
## Appendix G Summary of Measures to Minimize Harm

Issue	Alternative 1 (No Build)	Alternative 2 (Construct the westbound on-ramp and eastbound off-ramp)	Measures to Minimize Harm
<b>Aesthetics</b>	No Impact	No Impact	
<b>Agricultural Resources</b>	No Impact	No Impact	
<b>Air Quality</b>	No Impact	No Impact	<ul style="list-style-type: none"> <li>• Caltrans Best Management Practices (BMPs) shall be implemented</li> <li>• All clearing, grubbing, earth moving or excavation activities shall cease during periods of high winds</li> <li>• All trucks traveling off site shall comply with State Vehicle Code Section 23114.</li> <li>• Active portions of the site and unpaved on-site roads shall be periodically watered</li> <li>• Areas disturbed by clearing, grubbing, earth moving or excavation operations shall be minimized</li> <li>• On-site vehicle speed shall not exceed 15 miles per hour</li> <li>• Construction equipment shall be maintained in good running condition and in proper tune</li> </ul>
<b>Biological Resources</b>	No Impact	<ul style="list-style-type: none"> <li>• Removal of native plants within the project area would occur</li> <li>• Pollinator habitat and function would be impacted</li> </ul>	<ul style="list-style-type: none"> <li>• The lance-leaf live-forever (<i>Dudleya lanceolata</i>) and the chalk live-forever (<i>Dudleya pulverulenta</i>) would be removed and relocated before construction begins.</li> <li>• The removal of native plants would be mitigated at an offsite location.</li> <li>• If impacts to vegetation (i.e. cutting, clearing or grubbing) are necessary for project construction during the nesting bird season (March 1-September 1), then pre-construction surveys for nesting birds should be conducted one week prior to the commencement of cutting, clearing and grubbing. If any birds are found to be nesting in the project area, coordination with the resource agencies will be necessary to determine the proper course of action.</li> <li>• Pre-construction surveys would be required 2 weeks prior to construction to confirm there are no protected species in the area.</li> <li>• Pollinator Impacts: At this time there is no known mitigation for this impact because this is a recently articulated impact in literature.</li> <li>• Nesting bird surveys would be required prior to construction.</li> <li>• Seeds should be collected from Santa Susana tarplants located in the immediate area of the proposed project for replanting. The seeds should be replanted during the winter. Success criteria shall be developed based on growth success during a three year monitoring program.</li> </ul> <p>*Please see proposed measures under Mandatory Findings of Significance for wildlife movement impacts.</p>

<b>Issue</b>	<b>Alternative 1 (No Build)</b>	<b>Alternative 2 (Construct the westbound on-ramp and eastbound off-ramp)</b>	<b>Measures to Minimize Harm</b>
<b>Historical and Cultural Resources</b>	No Impact	No Impact	<ul style="list-style-type: none"> <li>Boundaries for an Environmental Sensitive Area (ESA) shall be established in the field prior to commencement of work.</li> <li>Should cultural materials be uncovered during construction on this project, work in the area of the find shall be stopped until a Caltrans archaeologist can evaluate the material.</li> <li>If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98. Caltrans shall be immediately notified.</li> </ul>
<b>Geology/Soils</b>	No Impact	No Impact	<ul style="list-style-type: none"> <li>Caltrans BMPs shall be implemented</li> </ul>
<b>Hazardous Materials</b>	No Impact	No Impact	
<b>Hydrology and Water Quality</b>	No Impact		<ul style="list-style-type: none"> <li>A Storm Water Pollution Prevention Plan (SWPPP) and erosion control plan shall be provided by the contractor. The plans must be approved by the Resident Engineer and submitted for approval to the Regional Water Quality Control Board (RWQCB).</li> <li>Caltrans BMPs shall be implemented.</li> </ul>
<b>Land Use/Plng</b>	No Impact	No Impact	
<b>Mineral Resources</b>	No Impact	No Impact	
<b>Noise</b>	No Impact	No Impact	<ul style="list-style-type: none"> <li>Caltrans BMPs shall be implemented</li> <li>All equipment shall have sound control devices in accordance with equipment manual requirements.</li> <li>The contractor shall implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, and notifying adjacent residents in advance of construction work or installing acoustic barriers around stationary construction noise source</li> </ul>
<b>Population and Housing</b>	No Impact	No Impact	
<b>Public Services</b>	No Impact	No Impact	
<b>Recreation</b>	No Impact	No Impact	
<b>Transportation / Traffic</b>	No Impact	No Impact	<ul style="list-style-type: none"> <li>A pedestrian walkway would be installed on the Rocky Peak Overcrossing.</li> <li>The Santa Susana Pass Road/Rocky Peak Road intersection would be improved by a separate project to be developed when traffic volumes increase</li> </ul>
<b>Utilities and Service Systems</b>	No Impact	No Impact	
<b>Mandatory Findings of Significance</b>	No Impact	No Impact	<ul style="list-style-type: none"> <li>Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills.</li> <li>\$200,000 will be contributed to the mitigation bank for potential impacts related to this project.</li> </ul>

(This page left intentionally blank)

## Appendix H Public Notice

	<b>PUBLIC NOTICE</b> Notice of Intent to Adopt a Mitigated Negative Declaration, Study Results Available Announcement of Public Hearing
	
<b>Map not to Scale</b>	
<b>WHAT IS BEING PLANNED?</b> The California Department of Transportation (Caltrans) is proposing to construct the eastbound off-ramp and westbound on-ramp for State Route 118 at Rocky Peak Fire Road between Kuchner Drive and Topanga Canyon Road within the City of Simi Valley.	
<b>WHY THIS AD?</b> CALTRANS has studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. The report that explains why is called an Environmental Assessment/ Initial Study (EA/IS). This notice is to tell you of the preparation of the proposed EA/IS and of its availability for you to read. A hearing will be held to give you an opportunity to talk about certain design features of the project with CALTRANS' staff before the final design is selected. The tentative schedule for construction will be discussed.	
<b>WHAT IS AVAILABLE?</b> Maps, the EA/IS and other project information are available for review and copying at the CALTRANS District Office, 120 S Spring St, LA on weekdays from 7:30 A.M. to 4:30 P.M. The EA/IS is also available at the Simi Valley Library, 2969 Tapo Canyon Rd, Simi Valley.	
<b>WHERE DO YOU COME IN?</b> Do you have any comments about processing the project with a Negative Declaration (ND) and the EA/IS? Do you disagree with the findings of our study as set forth in the proposed ND? Would you care to make any other comments on the project? Please submit your comments in writing no later than July 8, 2002 at 4:00 PM to: Mr. Ronald Kosteski, Deputy Director CALTRANS, Division of Environmental Planning (VEN-118) 120 S Spring St Los Angeles, CA 90012 If there are no major concerns, CALTRANS will request approval from the Federal Highway Administration and proceed with the project's design.	
<b>WHEN AND WHERE</b> The hearing will be on June 26, 2002 from 6:00 PM to 8:00 PM at the City of Simi Valley Community Room located at 2929 Tapo Canyon Road. This is an informal style hearing. There will be no formal presentation. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate forms, etc.) are requested to contact the District 07 Public Affairs Office at 1-213-897-4867 at least 21 days prior to the scheduled meeting date. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2022.	
<b>CONTACT?</b> For more information about this study or any transportation matter, call Caltrans at 1-213-897-4687 or visit us at our website: <a href="http://www.dot.ca.gov/dist07/">www.dot.ca.gov/dist07/</a>	

(This page left intentionally blank)

---

## Appendix I      Written Comments and Responses

---

This section of the Response to Comments includes comments received from elected officials, public agencies, and the general public/ groups/ organizations and the accompanying responses to the comments. The following elected officials, agencies, and public/ groups/ organizations provided written comments on the EA/IS. The numbers indicate the unique number assigned to each comment letter.

<b>Exhibit</b>	<b>Elected Officials/ Public Agencies/ Individuals</b>	<b>Contact</b>	<b>Date</b>
A-1	State Clearing House	Terry Roberts, Director	June 25, 2002
A-2	Assembly of California Legislature	Keith S. Richman, M.D., Assemblymember	July 3, 2002
A-3	Assembly of California Legislature	Debi Schultze	June 26, 2002
A-4	U.S. Dept. of the Interior, National Park Service	Woody Smeck, Acting Superintendent	July 16, 2002
A-5	California Regional Water Quality Control Board	Elizabeth Erickson, Associated Geologist	June 28, 2002
A-6	Southern California Association of Governments	Jeffrey M. Smith, AICP	June 11, 2002
A-7	Ventura County Transportation Commission	Ginger Gherardi, Executive Director	June 20, 2002
A-8	Ventura County Transportation Commission	Steve DeGeorge, Transportation Planner	June 26, 2002
A-9	Ventura County Fire Protection District	Bob Roper, Fire Chief	June 24, 2002
A-10	County of Ventura, Public Works Agency, Traffic and Planning & Administration	Nazir Lalani, Principle Engineer	June 10, 2002
A-11	Ventura County Air Pollution Control District	Andy Brown	June 28, 2002
A-12	City of Simi Valley	Bill Davis, Mayor	July 3, 2002
A-13	City of Simi Valley, Dept. of Environmental Services	Al Boughey, Director	July 11, 2002
A-14	Santa Monica Mountains Conservancy	Michael Berger, Chairperson	June 24, 2002
A-15	Santa Susana Mountain Park Association	Dorian Keyser, Vice-president	June 17, 2002
C-1	Chatsworth Land Preservation	Ken Van Emden	June 26, 2002
C-2	Foundation for the Preservation of the Santa Susana Mountains	Nancy Razanski	June 26, 2002
C-3	Chatsworth ECHO	Jerry England	June 26, 2002
C-4	PRIDE	Walter N. Prince	June 26, 2002
D-1	Bill Fitzwater		June 26, 2002
D-2	Timothy L. Caralho, Stephanie J, Carvalho, Patricia A. Richardson		June 26, 2002
D-3	Teena Takata		June 26, 2002
D-4	Teena Takata		June 26, 2002
D-5	Larry Fried		June 26, 2002
D-6	Elaine Freeman		June 26, 2002
D-7	Mavreen Shirley		June 26, 2002
D-8	Dean Kunicki		June 26, 2002
D-9	Janice Kunicki		June 26, 2002
D-10	Dawn Kowalski		June 26, 2002
D-11	Tony Williams		June 26, 2002

D-12	Cheryl Reitveld		June 26, 2002
D-13	Cheryl Reitveld		July 3, 2002
D-14	Joann Williams		June 26, 2002
D-15	David Flaig		May 28, 2002
D-16	Michael Haas		June 26, 2002
D-17	Elizabeth Stacy		June 28, 2002
D-18	Patrick J. and Justin Hilliger		June 28, 2002
D-19	Tracy Brough		June 25, 2002
D-20	Jim Wolff		July 7, 2002
D-21	Theodore Dent & Family		July 7, 2002
D-22	Frank Lee and Sarah Stone		July 8, 2002
D-23	Albert L. Rosen		June 26, 2002

Comment Letter A-1



Response to Comment 1

Comment noted.



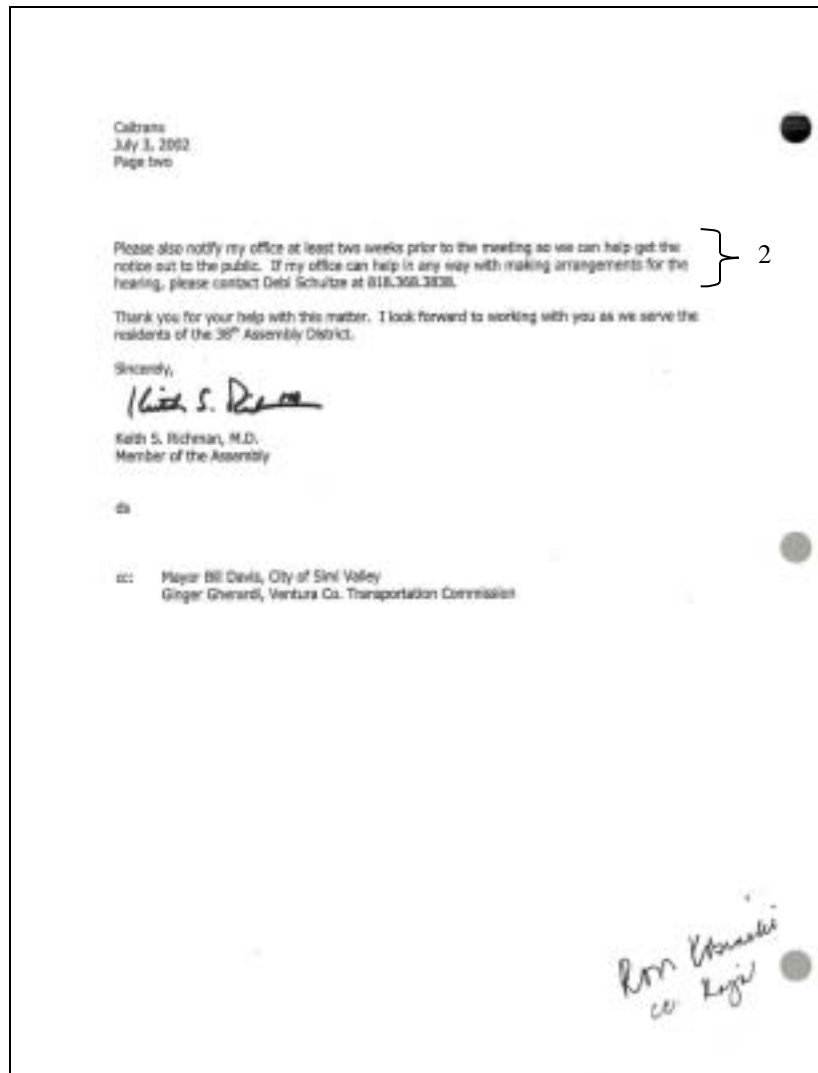
## Comment Letter A-1

Document Details Report State Clearinghouse Data Base			
SCM#	2001121100		
Project Title	State Route 118 Interchange Improvements at Rocky Peak Overcrossing		
Lead Agency	Caltrans		
Type	Neg Negative Declaration		
Description	The California Department of Transportation (The Department) proposes to construct the westbound off-ramp and westbound on-ramp of State Route 118 at the Rocky Peak Road Overcrossing. Each ramp would be constructed as a single-lane ramp with the off-ramp (traveling) to the left side of the ramp structure, and a ramp-meter would be installed on the westbound on-ramp.		
Lead Agency Contact			
Name	Aaron P. Burton		
Agency	Caltrans		
Phone	213-897-8178	Fax	
email			
Address	120 South Spring Street		
City	Los Angeles	State	CA Zip 90012-0800
Project Location			
County	Ventura		
City	Santa Valley		
Region			
Cross Streets	SR 118/Rocky Peak Road		
Parcel No.		Section	
Township	Range	Section	Base
Proximity to:			
Highways	State Route 118		
Airports			
Railways			
Waterways			
Schools			
Land Use	Transportation		
Project Issues			
Wildlife	Cumulative Effects		
Reviewing Agencies	Resource Agency: Department of Conservation; Department of Fish and Game, Region 8; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Air Resources Board; Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Santa Monica Mountains Conservancy; State Lands Commission		
Date Received	05/24/2002	Start of Review	05/24/2002
		End of Review	06/03/2002
Note: Blank or data fields result from insufficient information provided by lead agency.			

## Response to Comment 1

Rocky Peak Road Ramps EA/IS

Comment Letter A-2



Response to Comment 2

We have reviewed the input gathered during the public circulation process and conducted additional studies related to the project. Based on this additional information, we have modified the project to address the issues raised. All commenting parties will receive a copy of the environmental document. Caltrans is committed to holding more community meetings as project details become available.

Comment Letter A-3

**QUESTION / COMMENT CARD**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
100 S. SPRING STREET  
LOS ANGELES, CA 90012

**NAME:** Debi Schultze **DATE:** 6/26/02  
**ADDRESS:** 10227 White Oak Ave #124 Granada Hills, CA 91344  
**REPRESENTING:** Assemblyman Richman **PHONE:** 818-368-3838

☒ I wish to speak. ☐ I would like to have the following question answered - *when is the next*  
☒ I would like to have the following statement filed for the record. I am ☐ opposed ☐ in favor ☐ Neutral to the project  
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

*1* **① This was not a proper forum for the public. The Assemblyman will be very disappointed that this was handled this way especially after conversations with Ron Kosiarske prior to tonight and with his understanding that there would be a lot of conversation & input on this project.** *Real Public Hearing to the public to hear & give info?*

**-Continue- #2**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
100 S. SPRING STREET  
LOS ANGELES, CA 90012

**NAME:** Debi Schultze **DATE:** 6/26/02  
**ADDRESS:** 10227 White Oak Ave #124 Granada Hills, CA 91344  
**REPRESENTING:** Assemblyman Keith Richman **PHONE:** 818-368-3838

☐ I wish to speak. ☐ I would like to have the following question answered.  
☒ I would like to have the following statement filed for the record. I am ☐ opposed ☐ in favor ☐ Neutral to the project  
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

*2* **② ~~There~~ were very many residents from Ventura County & Los Angeles County there to hear about the project and this did not happen.**  
**③ Residents were only told about the ramps going in & were not told about the proposed animal crossing, parking lot & restaurant.**

2 Continued

Response to Comment 1

Please see Comment Letter A-2, Responses to Comment 1.

Response to Comment 2

Those who attended the hearing were informed of the project components and potential measures to minimize harm. The proper staff addressed questions presented at the hearing. Please see Responses to Comment A-2

Response to Comment 3

Caltrans staff that attended the hearing are trained in different specialties. All Caltrans staff eagerly assisted individuals with questions regarding the issues that they specialize in at the hearing.

Project Information Sheets were passed out at the hearing. Prior to the hearing, the environmental document was circulated to the public and made available to the public at different locations. Please see Section 6.2 of the environmental document.

Response to Comment 4

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.

## Comment Letter A-3

*Continued #3* QUESTION / COMMENT CARD

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
100 S. SPRING STREET  
LOS ANGELES, CA 90012

NAME: Debi Schultze DATE: 6/26/02

ADDRESS: 10027 White Oak Ave, Ste 124 Granada Hills, CA 91341 CITY/ZIP: CA 91341

REPRESENTING: Assemblyman Keith Richardson PHONE: 818 368-3838

☐ I wish to speak. ☐ I would like to have the following question answered.

☒ I would like to have the following statement filed for the record. I am ☐ opposed ☐ in favor ☐ Neutral to the project.

If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

④ Because there was no formal presentation or formal discussions, ideas for mitigations by Caltrans and/or the public, were never given formally.

⑤ Caltrans staff stood in the corner, did not have reports to give out to the public, & most were not qualified to answer questions.

*Continued #4* QUESTION / COMMENT CARD

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
100 S. SPRING STREET  
LOS ANGELES, CA 90012

NAME: Debi Schultze DATE: 6/26/02

ADDRESS: 10027 White Oak Ave, Ste 124 Granada Hills, CA 91341 CITY/ZIP: CA 91341

REPRESENTING: Assemblyman Keith Richardson PHONE: 818 368-3838

☐ I wish to speak. ☐ I would like to have the following question answered.

☒ I would like to have the following statement filed for the record. I am ☐ opposed ☐ in favor ☐ Neutral to the project.

If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

⑥ Caltrans does not have the specific studies to back up their report as it relates to the wildlife corridor & didn't even know there was something in the report suggesting a parking lot be constructed for the park.

⑦ there needs to be another hearing which includes a presentation on the wildlife corridor.

## Response to Comment 5

Comment noted.

## Response to Comment 6

Please see Comment Letter A-2, Responses to Comment 1.

Continued

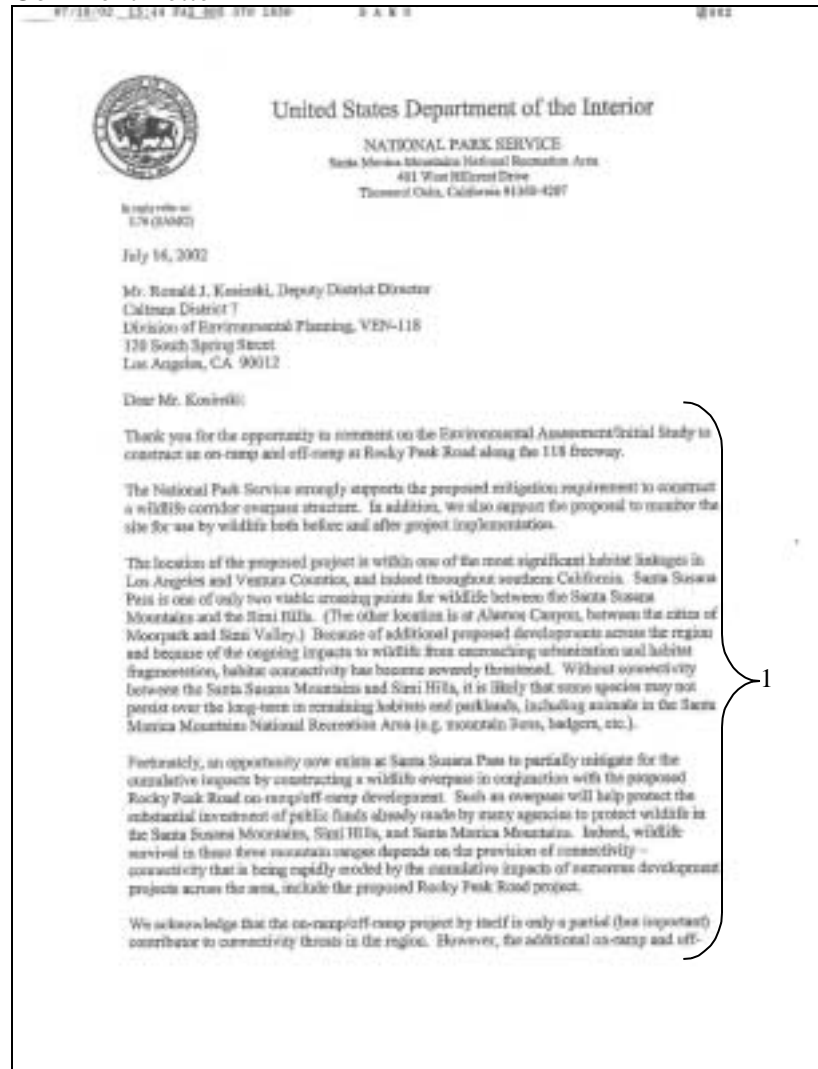
3

4

5

6

Comment Letter A-4



Response to Comment 1

Comments noted.

Response to Comment 2

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.

Please see Section 3.2.4 of the environmental document for an updated discussion on environmental impacts and mitigation.



## Comment Letter A-4

8/10/02 10:44 AM 400\_118 2000 B A R U @ms

trap roads and the expected increase in vehicle use along Rocky Peak Road will certainly have some direct effects on wildlife in the area. Based on data we and others have collected across the Santa Monica Mountains and Sierra Hills, animal use of crossing points is constrained or avoided when additional roads and traffic exist. When these effects are combined with the cumulative impacts of other projects in the region, the overall impacts are further compounded. In addition, our radio telemetry results for bobcats, coyotes, and gray foxes have demonstrated the serious ecological barriers created by multi-lane highways. Thus, the proposed mitigation for this project is clearly necessary and certainly appropriate at this location.

The importance of the site and the need to provide an overpass for use by wildlife is underscored by two observations. First, an existing underpass west of the project site is used by numerous animal species. For example, monitoring of the underpass in 1999 and 2000 by California State University Northridge and the National Park Service documented use by mountain lions, bobcats, coyotes, deer, raccoons, and skunks. Clearly, the region represents a critically important wildlife movement corridor. Second, this same research showed that animals are also being killed when they attempt to cross the surface of the 118 freeway at Santa Susana Pass (e.g. coyotes, deer, raccoons, etc.). Thus, while Santa Susana Pass is located in an important movement corridor, it is also a mortality sink for animals attempting to cross the freeway surface. An animal overpass would substantially mitigate these effects, complement the tunnel located to the west, and serve to ensure that wildlife species can more easily travel freely between the Santa Susana Mountains and the Sierra Hills.

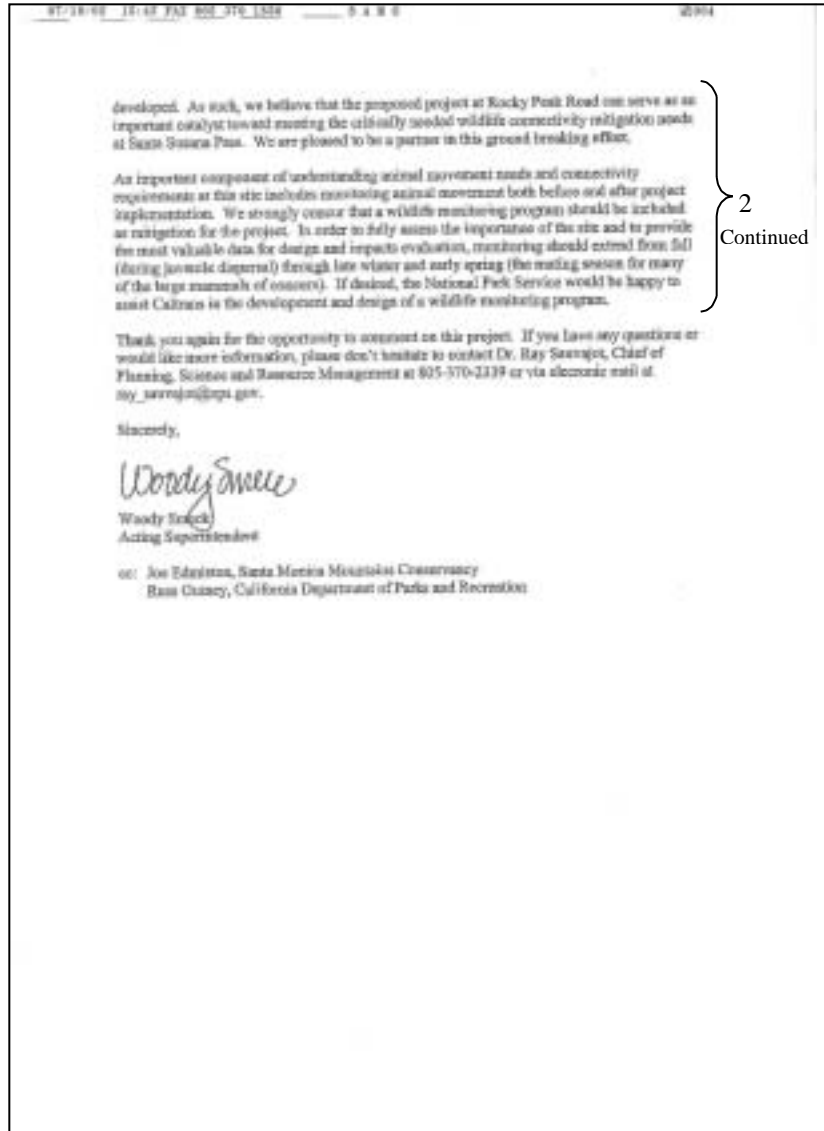
The use of overpasses by wildlife has been well documented, although animal overpasses have only recently been implemented in North America (e.g. Banff National Park in Canada). In Europe, "ecofacts" or "green bridges" are commonly constructed over roads and highways to facilitate animal movement. Many design alternatives are available, depending on the species of concern and the characteristics of the site. Substantial research from European scientists have also clearly established the importance and utility of animal overpasses for a wide variety of species, and their work has also shown that overpasses can serve important complementary functions to underpasses and may be more suited for certain species (e.g. large ungulates such as deer may preferentially use overpasses). At Santa Susana Pass, the terrain, species of concern, and well established use of the area by wildlife strongly point to the need and value of a wildlife overpass in this location. At this site, design options would include a separate, free standing vegetated overpass for wildlife and possibly other uses (e.g. hiking, biking, and equestrian use) or a parallel vegetated extension of the existing Rocky Peak Road bridge designed for wildlife to travel safely alongside the paved roadway. If such a "side saddle" crossing is proposed, it would be important to ensure that animals can access the pathway from either side of the freeway, perhaps by travelling under the on-ramp and off-ramp roads via tunnels. Regardless of the overpass design, it will be necessary in all cases to provide adequate fencing along the 118 freeway to ensure that animals only use the safe crossing points and do not stray on to the highway surface.

The National Park Service looks forward to working with Caltrans and other appropriate agencies in the development and implementation of a viable crossing structure at Santa Susana Pass. We recommend an interagency approach that combines securing resources from various agencies and related projects to ensure that an effective mitigation strategy is

2


2 Continued

Comment Letter A-4






## Comment Letter A-5



**California Regional Water Quality Control Board**  
Los Angeles Region

Over 50 Years Serving Coastal Los Angeles and Ventura Counties  
Recipient of the 2001 Environmental Leadership Award from Keep California Beautiful

120 W. 4th Street, Suite 100, Los Angeles, California 90013  
Phone (213) 776-4600 FAX (213) 776-4608 Internet Address: <http://www.pwrqc.org/wqrb4>



Gray State  
Governor

June 28, 2002

Caltrans  
120 South Spring Street  
Los Angeles, CA 90013

*Clear  
hydrology  
later*

RECEIVED  
JUL - 2 2002  
STATE CLEARING HOUSE

RE: CEQA Documentation for Project in the Calleguas Creek Watershed  
SUBJECT: State Route 118 Interchange Improvements Rocky Peak Overcrossing

We appreciate the opportunity to comment on the CEQA documentation for the above-mentioned project. For your information a list of permitting requirements and Regional Board Contacts is provided in Attachment A hereto.

The project site lies in the Santa Clara watershed that was listed as being impaired pursuant to Section 303 (d) of the Clean Water Act. Impairments listed in reaches downstream from the proposed project include nutrients and their effects, salts, coliform bacteria, and historic pesticides. The Los Angeles Regional Water Quality Control Board will be developing Total Maximum Daily Loads (TMDLs) for the watershed, but the proposed project is expected to proceed before applicable TMDLs are adopted. In the interim, the Regional Board must carefully evaluate the potential impacts of new projects that may discharge to impaired waterbodies.

Our review of your documentation show that it does not include information on how this project will change the loading of these pollutants into the watershed. Please provide the following additional information for both the construction and operational phases of the project.

- For each constituent listed above, please provide an estimate of the concentration (ppb) and load (lbs/day) from non-point and point source discharges.
- Estimates of the amount of additional runoff generated by the project during wet and dry seasons.
- Estimate of the amount of increased or decreased percolation due to the project.

**California Environmental Protection Agency**

\*\*\*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption\*\*\*  
\*\*\*For a list of simple ways to reduce demand and cut your energy costs, see the site at: <http://www.energy.ca.gov/energychallenge.html>\*\*\*

Recycled Paper

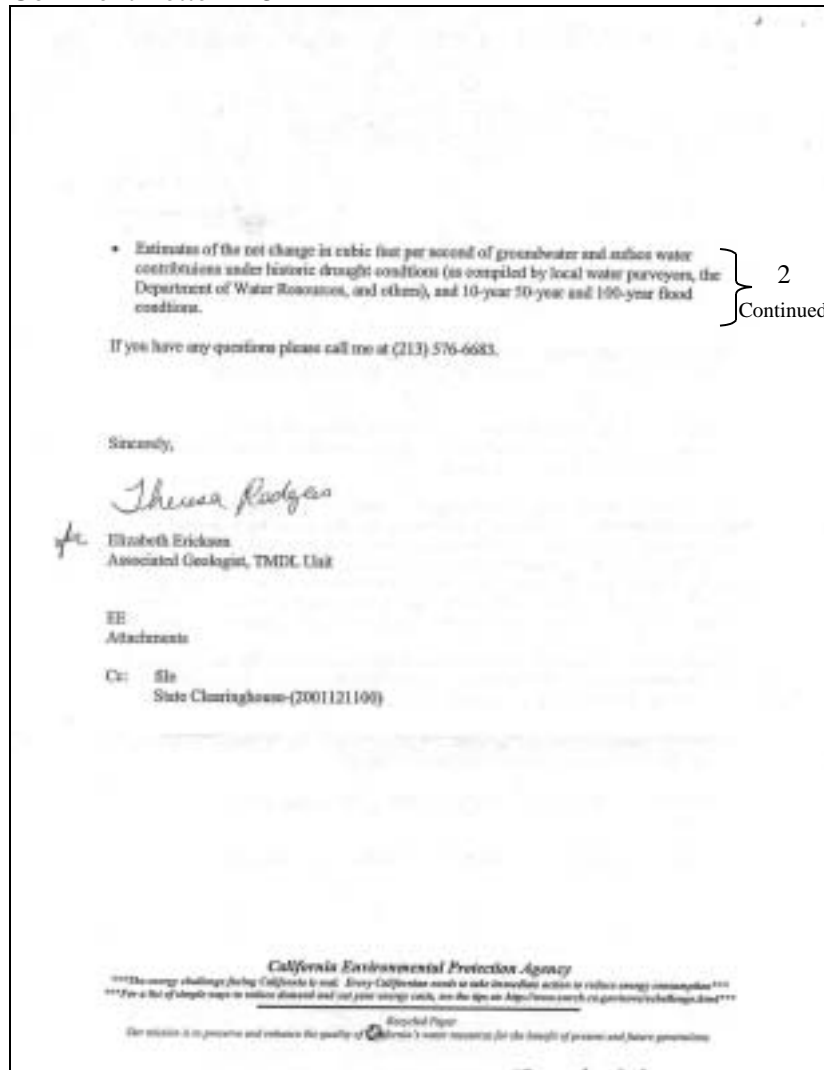
Our mission is to preserve and enhance the quality of California's water resources for the benefit of present and future generations.

Response to Comment 1

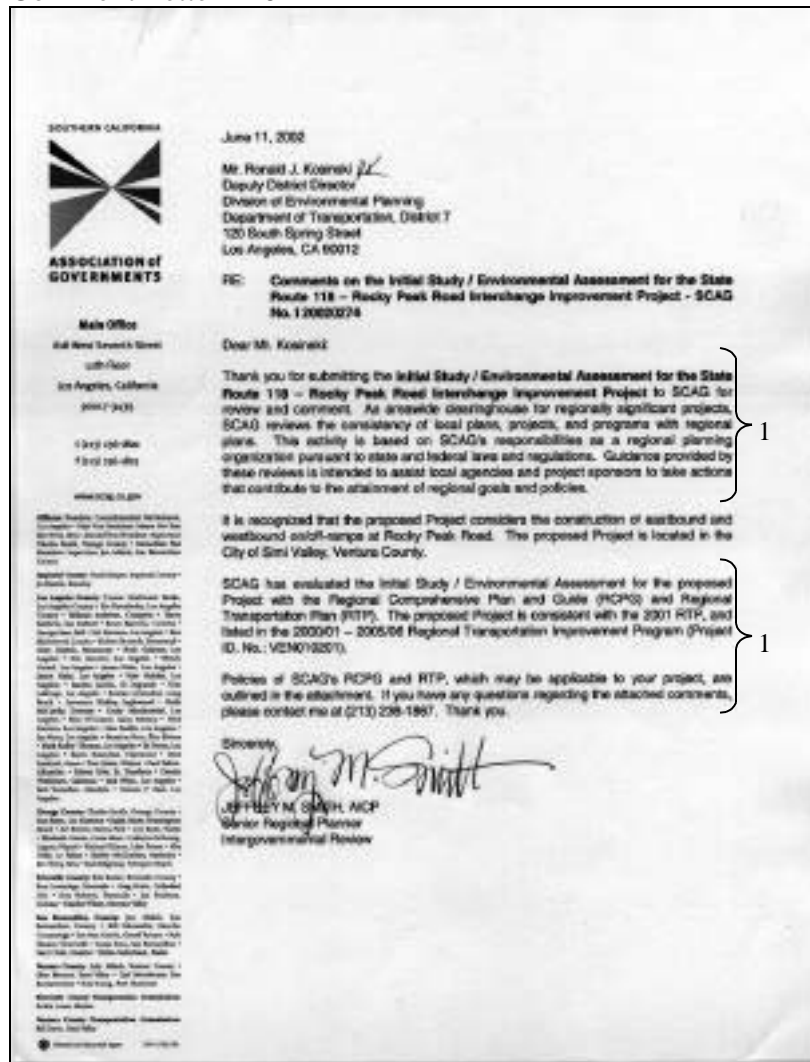
Please see Section 3.2.8 of the environmental document for a discussion on hydrology and water quality.

Rocky Peak Road Ramps EA/IS

Comment Letter A-5



## Comment Letter A-6



## Response to Comment 1

Comment Noted

## Response to Comment 2

The proposed project is consistent with or supportive of the core ancillary policies of SCAG's Regional Comprehensive Plan and Guide. The text of the EA/IS has been revised in accordance with SCAG's comment.

## Response to Comment 3

Comment noted. A mitigation monitoring plan (MMP) will be adopted. The MMP will identify the mitigation measures that are a condition of project approval and the parties responsible for monitoring the mitigation measure to ensure that they are implemented.

Comment Letter A-6

June 11, 2000  
Mr. Ronald Krasinski  
Page 2

**COMMENTS ON THE  
INITIAL STUDY / ENVIRONMENTAL ASSESSMENT  
FOR THE  
STATE ROUTE 118 -  
ROCKY PEAK ROAD  
INTERCHANGE IMPROVEMENT PROJECT  
SCAG NO. I 20020274**

**PROJECT DESCRIPTION**

The proposed Project considers the construction of eastbound and westbound on/off-ramps at Rocky Peak Road. The proposed Project is located in the City of Simi Valley, Ventura County.

**INTRODUCTION TO SCAG REVIEW PROCESS**

The document that provides the primary reference for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management (adopted June 1994), Regional Transportation Plan (adopted April 2001), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements. The core chapters constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter. The Regional Transportation Plan (RTP) constitutes the region's Transportation Plan. The RTP policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region.

Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

Each of the applicable policies related to the proposed project are identified by number.

## Comment Letter A-6

June 11, 2002  
 Mr. Ronald Kordick  
 Page 2

and reproduced below in italics followed by SCAG staff comments regarding the consistency of the Project with those policies.

**GENERAL SCAG STAFF COMMENTS**

1. The ISEA includes a short discussion on the RTP and RTIP in regards to the proposed Project. The proposed Project is included in SCAG's 2001/01 – 2005/06 RTIP.
2. The Final ISEA should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and discuss any inconsistencies between the proposed project and applicable regional plans.

1

**CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES**

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide contains a number of policies that are particularly applicable to the State Route 118 – Rocky Peak Road Interchange Improvement Project.

- 3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.
- 3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

The **Regional Transportation Plan (RTP)** also has policies pertinent to this proposed project. This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies of this chapter are the following:

- 4.01 Transportation investments shall be based on SCAG's adopted Regional performance indicators.
- 4.02 Transportation investments shall mitigate environmental impacts to an acceptable

Comment Letter A-6

June 11, 2002  
Mr. Ronald Kosinski  
Page 4

level.

SCAG staff comments. The IS/EA identifies environmental impacts and details the measures mitigate these impacts. Pages 21 through 62 provide an environmental evaluation and recommended mitigation measures. The Project is consistent with this core RTP policy. 1

4.03 Major Investment Studies and other studies of regional transportation facilities shall include consideration of freight movement.

4.04 Transportation Control Measures shall be a priority.

4.16 Maintaining and operating the existing transportation system will be a priority over expanding capacity.

SCAG staff comments. The Draft IS/EA, in Chapter 1 (Purpose and Need) discusses the need for the proposed Project and proposed improvements, which will help to maintain and operate the existing transportation system. The Project is supportive of this core RTP policy. 1

**OMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE**

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.18 Encourage planned development in locations least likely to cause environmental impacts.

SCAG staff comments. The Project is proposed in a manner, which will minimize environmental impacts. Mitigation measures included in the IS/EA are recommended to address identified impacts. The Project is supportive of the ancillary RCPG policy. 1

3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered

## Comment Letter A-6

June 11, 2009  
Mr. Ronald Kosinski  
Page 5

plants and animals.

SCAQ staff comments. The IS/EA in Section 3.2.4 includes discussions on the Project's impact on biological resources. Mitigation measures are recommended for impacts on biological resources. The Project is supportive of this ancillary RCPQ policy. } 1

- 3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.
- 3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.
- 3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

#### AIR QUALITY CHAPTER CORE ACTIONS

The Air Quality Chapter core actions related to the proposed project include:

- 5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.
- 5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.

#### WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

Comment Letter A-6

June 11, 2008  
Mr. Ronald Kozinski  
Page 6

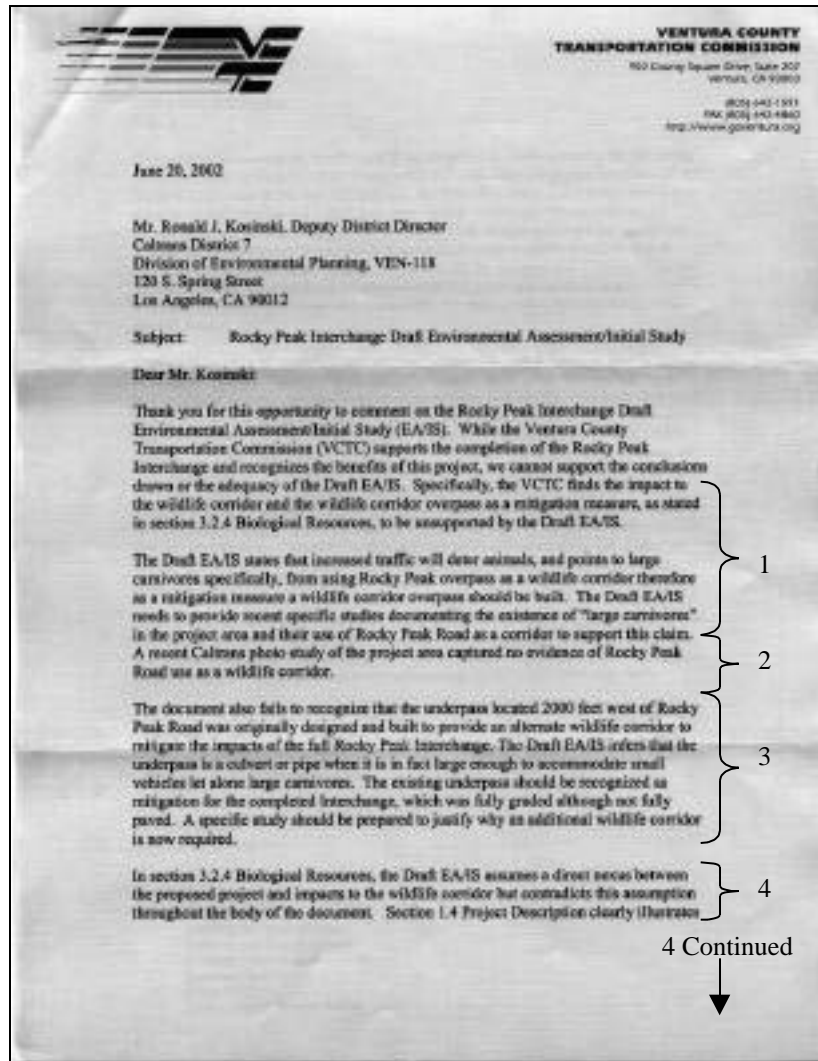
11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

**CONCLUSIONS**

1. As noted in the staff comments, the proposed State Route 116 / Rocky Peak Road Interchange Improvement Project Draft Initial Study / Environmental Assessment is consistent with or supports some of the core and ancillary policies in the Regional Comprehensive Plan and Guide and Regional Transportation Plan. } 1
2. As noted in the General Staff Comments, the Final IS/EA should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan and discuss any inconsistencies between the proposed project and applicable regional plans. } 2
3. All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. } 3



Comment Letter A-7



Response to Comment 1

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.

The environmental document has been revised to address this issue.

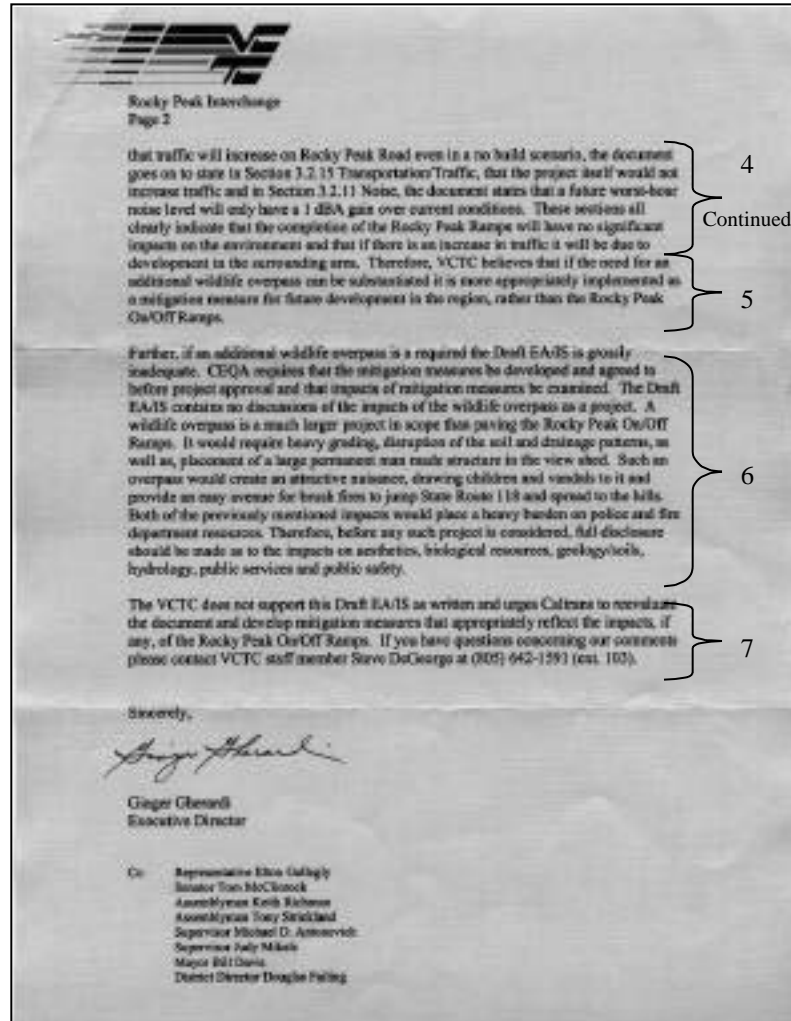
Response to Comment 2

The results of the Caltrans photo were inconclusive because the camera and equipment were stolen before the studies could be completed. Further studies of the corridor system have been prompted. Additional data regarding the wildlife corridor system between the Santa Susana Mountains and the Simi Hills will be collected and assessed. Please see Response to Comment 1.

Response to Comment 3

Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. The study will address several underpasses, overpasses and culvert linkages including the one addressed in your comments. Please see response to comment 1.

Comment Letter A-7



Response to Comment 4

The environmental document has been revised to clarify these points.

Traffic projections show that traffic will increase in the area whether or not the project is constructed; therefore, this project will not induce traffic, it will accommodate future projected traffic. The proposed project is to improve safety by reducing the response times for emergency vehicles responding to calls on westbound State Route 118; however, future projected traffic volumes will create a barrier between the Santa Susana Mountains and the Simi Hills.

Response to Comment 5

Caltrans is committed to mitigating wildlife corridor impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project. This in-lieu fee program would be available to agencies and present and future developers impacting wildlife corridors.

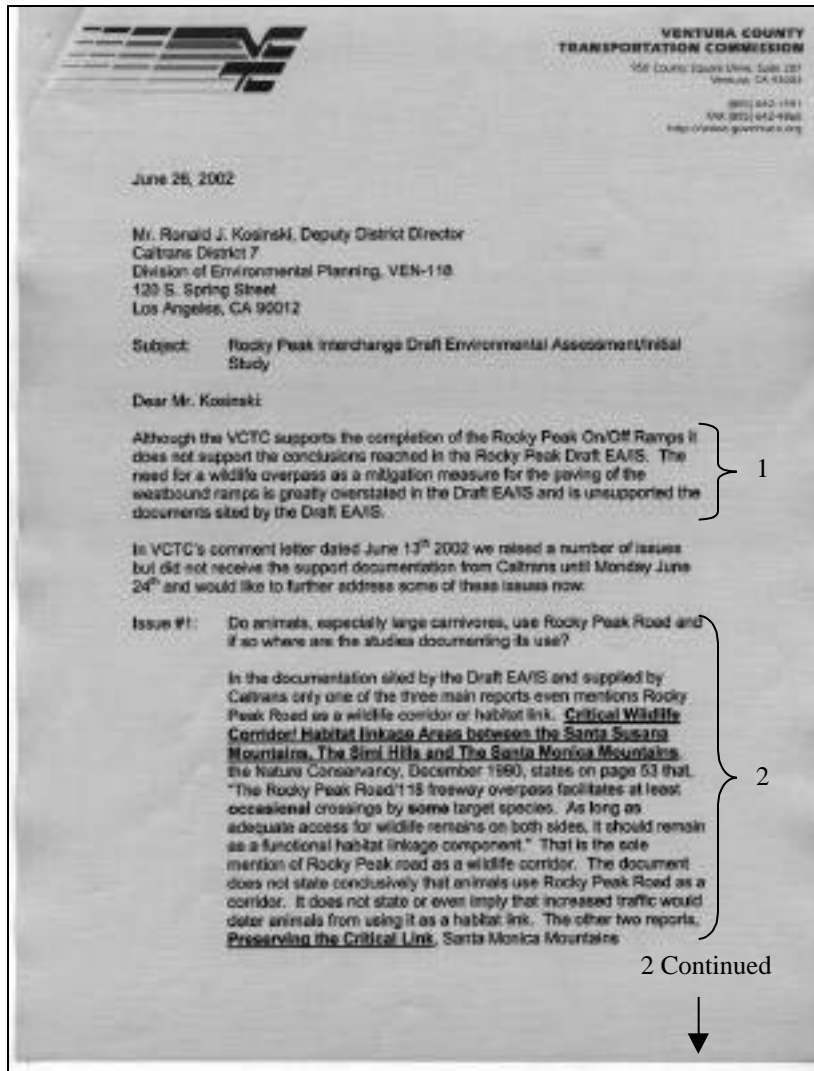
Response to Comment 6

Please see response to comment 1 above.

Response to Comment 7

Comment noted.

Comment Letter A-8



Response to Comment 1

Comment noted.

Response to Comment 2

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.

The environmental document has been revised to address this issue.

Response to Comment 3

Comment noted.

Response to Comment 4

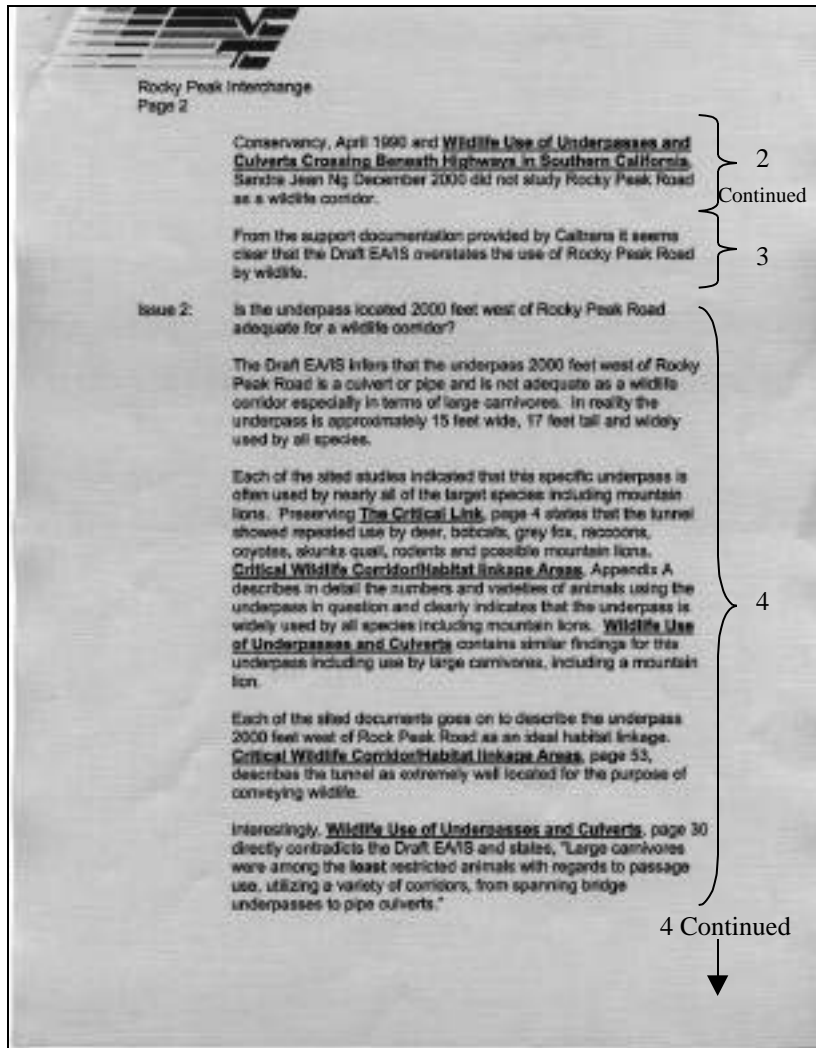
Please see response to comment 1 above.

Response to Comment 5

The environmental document has been revised to clarify these points.

Traffic projections show that traffic will increase in the area whether or not the project is constructed; therefore, this project will not induce traffic, it will accommodate future projected traffic. The proposed project is to improve safety by reducing the response times for emergency vehicles responding to calls on westbound State Route 118; however, future projected traffic volumes will create a barrier between the Santa Susana Mountains and the Simi Hills.

Comment Letter A-8



Response to Comment 6

Please see response to comment 1 above.

Response to Comment 7

Comment noted.

## Comment Letter A-8

Rocky Peak Interchange  
Page 3

Each of the cited documents clearly states that this type of underpass and this specific underpass is not only adequate, but widely used by a variety of wildlife and that other underpasses or tunnels should be built to accommodate wildlife corridors. None of the cited documents recommend the type of wildlife overpass suggested by Caltrans in the Draft EA/IS.

Issue 3: The biology section of the Draft EA/IS assumes a direct nexus between the impacts of a minor increase in traffic that the proposed ramp paving will allow and the diminished use of Rocky Peak Road as a wildlife corridor, necessitating the wildlife overpass as mitigation measure.

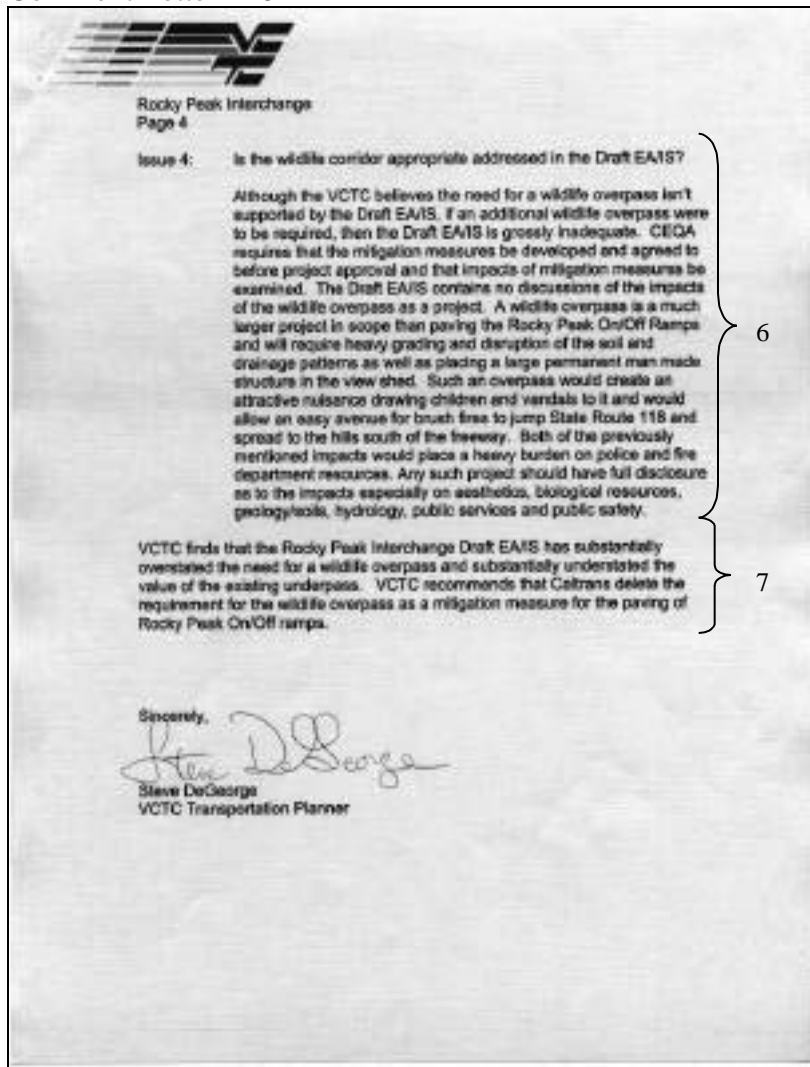
Other sections of the Draft EA/IS are in direct conflict with the statements in the biology section. The transportation/traffic section states that the project itself will not generate traffic, the Noise section states that there are no impacts and at worst case a 1db gain in noise due to the overall growth in the region. The project description very clearly indicates that even in a no build scenario traffic will increase due to cumulative growth in the region.

While each of the support documents recognize the freeway as a barrier to animal movement, none of them state or even infer that there is a threshold volume at which animals will no longer use a paved road. Wildlife Use of Underpasses and Culverts specifically studied two underpasses that have a higher ADT than Rocky Peak Road will have at its completion and found that animals continue to use them.

There is no support in the Draft EA/IS for the assumption that the specific amounts of traffic increase that will occur at Rocky Peak Road will generate any impacts on wildlife. And clearly, any increases in traffic are not due to the paving of Rocky Peak Ramps but rather are due to regional growth in the area. Therefore, if any mitigation is required then the mitigation should fall to those projects in the region adding to cumulative growth and not to the paving of the Rocky Peak Ramps.

4  
Continued  
5

Comment Letter A-8



Comment Letter A-8

**QUESTION / COMMENT CARD**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
1201 S. MAIN STREET  
LOS ANGELES, CA 90015

**NAME** STEVEN DEGEORGE **DATE** 6/26/02

**ADDRESS:** 950 COUNTY SQUARE DRIVE **CITY/ZIP:** 93003

**REPRESENTING:** VENTURA COUNTY TRANSPORTATION **PHONE:** 805-692-1551

☒ I wish to speak. ☐ I would like to have the following question answered:  
☐ I would like to have the following statement filed for the record. I am ☒ opposed ☐ in favor ☐ neutral to the project.  
 If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

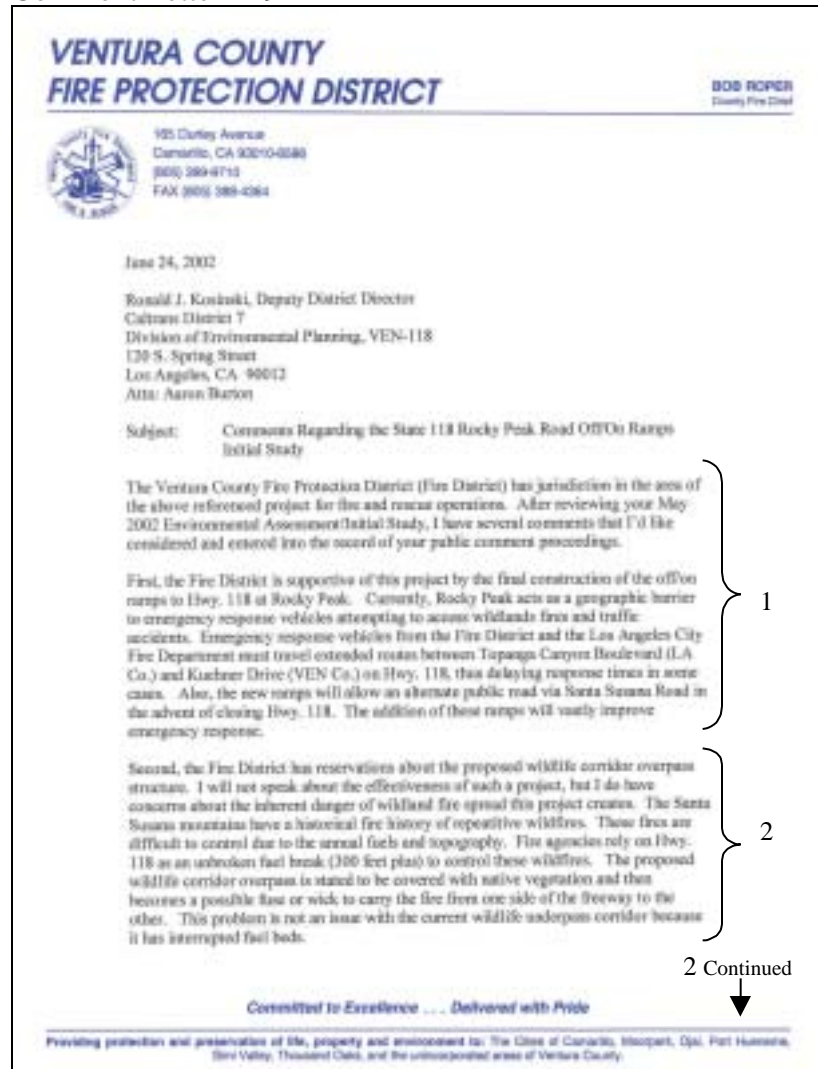
OPPOSED TO PROJECT AS PRESENTED WITH MITIGATION  
IN THE ROCKY PEAK INTERCHANGE EA/IS.

Graphic Services • Q/C Card 274-100

Response to Comment 1

Comment noted.

Comment Letter A-9



Response to Comment 1

Comment noted.

Response to Comment 2

Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm regarding cumulative corridor impacts. A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.



Comment Letter A-9

I would ask that staff seriously consider the negative effects of the proposed wildlife corridor overlap regarding fire suppression before approving this project. The Fire District remains available to assist in this project's development. If you have any questions, please contact Division Chief Ken Maffei at 402-1500.

} 2  
Continued

Sincerely,




BOB ROPER  
Fire Chief

cc: VCTC  
Ken Maffei

Comment Letter A-10

JUL-SEP-2002 14-25 RRM PLANNING 0825 024 2002 P.02/04

 PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic and Planning & Administration

*JUN 11 2002*

**MEMORANDUM**  
June 10, 2002

**TO:** Resource Management Agency, Planning Division  
Attention: Joseph Eisenhut

**FROM:** Nazir Lalani, Principal Engineer/ML

**SUBJECT:** Review of Document 02-042  
Initial Study and Environment Assessment  
Highway 118 Interchange Improvements at Rocky Peak Fire Road  
Applicant: Caltrans  
Lead Agency: Caltrans

The Transportation Department has reviewed the subject Initial Study and Environment Assessment (ISA) for the Highway 118 Interchange Improvements at Rocky Peak Fire Road, as proposed by Caltrans. The proposed project is addition of an eastbound single lane off-ramp on west-half of State Route 118 and Rocky Peak Fire Road interchange, addition of a westbound single lane on-ramp on west-half of State Route 118 and Rocky Peak Fire Road interchange and installing a ramp meter on the westbound ramp. We offer the following comments:

1. We generally concur with the proposed project for those areas under the purview of the Transportation Department. } 1
2. This project may have the potential to encourage development in the unincorporated area near the interchange. In the future a traffic signal may be needed to prevent any traffic queues onto the freeway at the intersection of Rocky Peak Road and Santa Susana Pass Road. Caltrans should construct and maintain the signal when the Traffic Signal is warranted. } 2
3. Our review of this project is limited to the impacts this project may have on the County's Regional Road Network. } 3

Please call me at 654-3080 if you have questions.

c: Ray Gutierrez, Jr.

ml-03-05-0101  
030101\_Comp02-042.doc

Response to Comment 1

Comment noted.

Response to Comment 2

The results of the recent traffic studies are included in Chapter 3 of the environmental document.

Response to Comment 3

Comment noted.

## Comment Letter A-11

JUL-09-2002 14:28 899 PLR0310 925 624 2500 P.03/04

**VENTURA COUNTY  
AIR POLLUTION CONTROL DISTRICT**  
Memorandum

JUN 28 2002

TO: Joseph Eisenhart, Planning DATE: June 27, 2002

FROM: Andy Brown <sup>AB</sup>

SUBJECT: Request for review of Initial Study/Environmental Assessment (IS/EIA) for the Rocky Peak Road Interchange Project, City of Simi Valley (Reference No. 02-042)

Project Description

Air Pollution Control District staff has reviewed the subject project IS/EIA, which is a proposal by Caltrans for improvements to the interchange of State Route 118 (SR 118) and Rocky Peak Road, in the City of Simi Valley. The proposed ramps would complete the west half of the interchange of SR 118 and Rocky Peak Road.

Caltrans proposes to construct an authorized off-ramp and westbound on-ramp for State Route 118 at the Rocky Peak Road Overcrossing. Each ramp would be constructed as a single-lane ramp with the off-ramp transitioning to two lanes at the ramp terminus. A ramp-crossover would also be installed on the westbound on-ramp.

Project Location

The Rocky Peak Road Overcrossing is located 2.05 miles east of Knechtel Drive and 2.17 miles west of Topanga Canyon Boulevard, in the City of Simi Valley.

Project Impacts

Based on the information provided to District staff, no significant regional or local air quality impacts are expected to result from the project.

Project grading and construction would result in temporary air pollutant emissions from the use of heavy construction equipment and generation of fugitive dust. However, because these emissions are temporary in nature they would not create a significant long-term impact.

Mitigation measures, designed to control fugitive dust and ensure precipter production during construction, can be found in Section 3.2.3 - Air Quality, on page 17 of the IS/EIA.

1 Continued  
↓

## Response to Comment 1

Comment noted.

## Comment Letter A-11

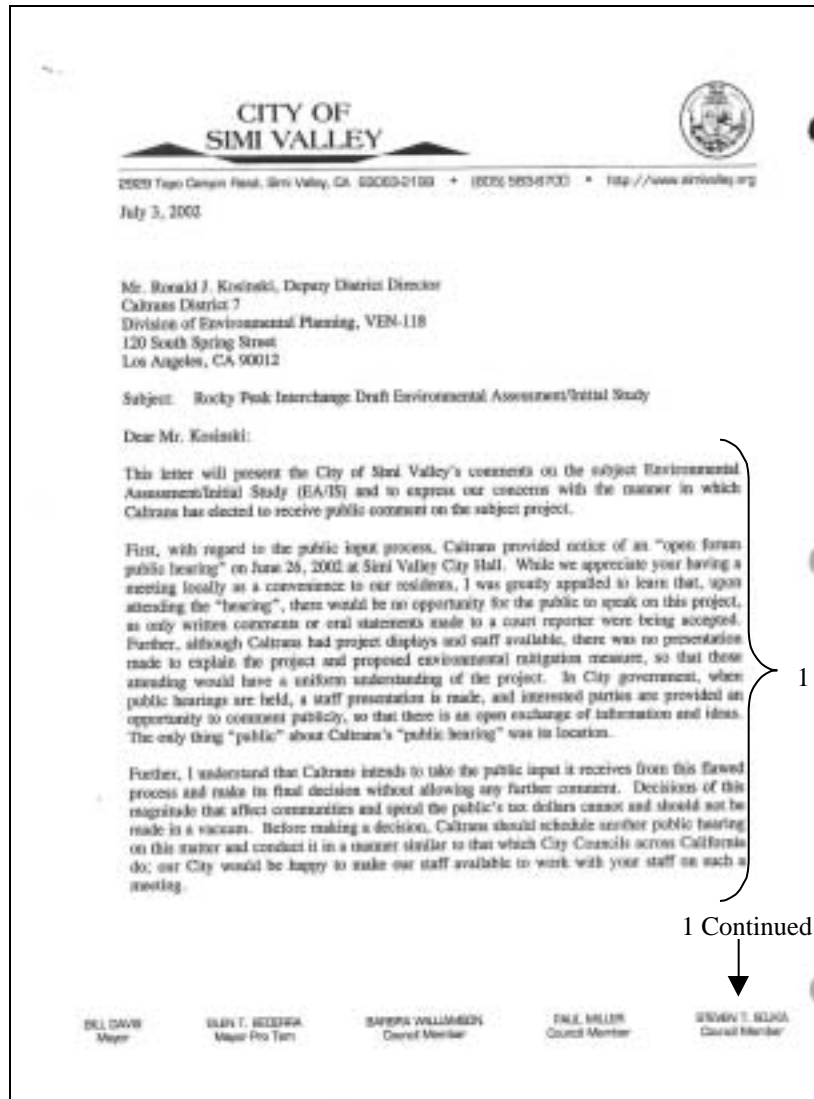
JUL-09-2002 14:20 REV PLANNING 000 004 2000 P.04-04

Rocky Peak Road interchange02-042  
June 17, 2002  
Page 2

The District concurs that the implementation of these mitigation measures would help to } 1  
minimize these impacts. Continued

If you have any questions, contact me by telephone at (825) 645-1439 or by email at [gsdtr@gsdod.org](mailto:gsdtr@gsdod.org).

Comment Letter A-12



Response to Comment 1



Comment Letter A-12

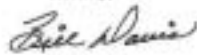
Mr. Ronald J. Kosinski  
July 3, 2002  
Page 2

With regard to the project itself, the City of Santa Valley supports the construction of the eastbound and westbound ramps at Rocky Peak Road, which will provide much-needed access in this area, which is of particular importance in emergency situations. The aspect of the project that concerns us is the potential wildlife corridor overpass structure.

While we appreciate the need to maintain access for wildlife to traverse the area, we are concerned that the mitigation measure cited in the EA/IS to provide such access is an overpass structure, which, according to Caltrans estimates could range in cost from \$3 million to \$7 million. In our view, this is a wasteful and unnecessary expenditure, when there currently exists a large underpass structure west of Rocky Peak Road that has long been used by wildlife as a crossing. I believe that when Caltrans more thoroughly reviews the proposed mitigation measure, including studying the comments and supporting documents referenced in the Ventura County Transportation Commission's June 26, 2002 comment letter, it will become clear that the proposed overpass structure is unnecessary.

Thank you for your consideration of these comments; I look forward to your response to our request for a public hearing. If you have any questions, please contact Mr. Ron Puchowski, Deputy Director/Traffic Engineer, at (805) 583-6806.

Sincerely,



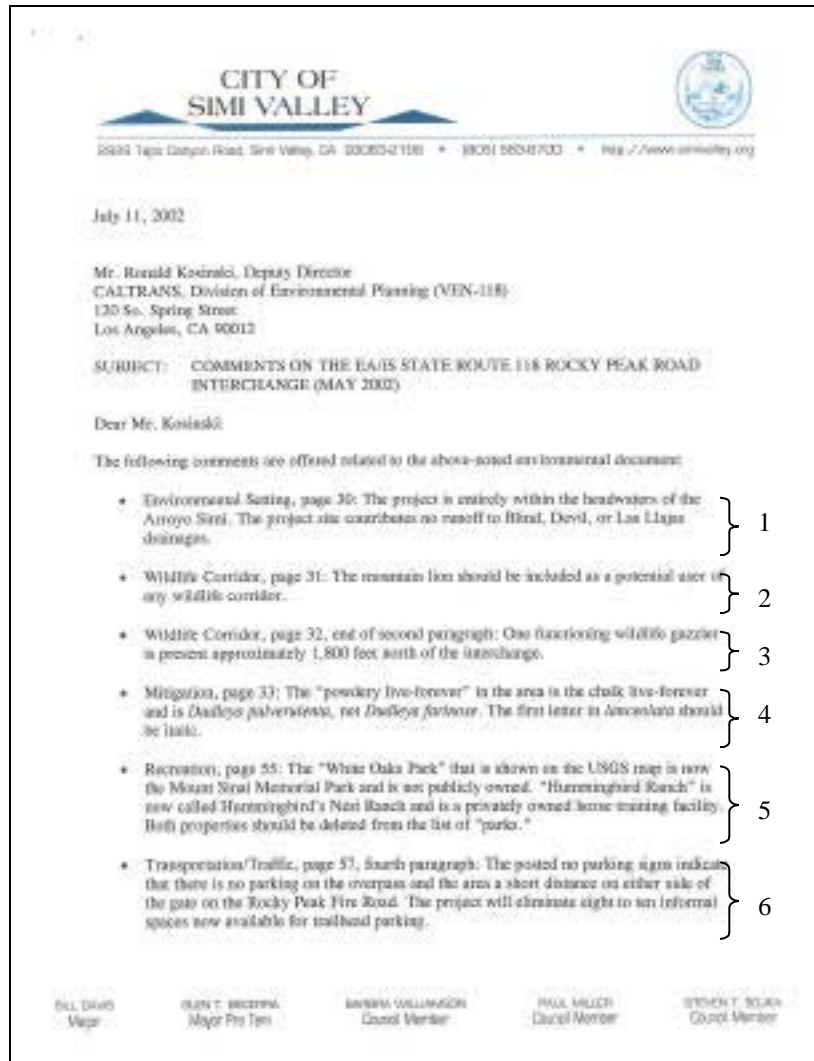
Bill Davis  
Mayor

cc: Assemblyman Dr. Keith Richman  
City Council  
Director of Public Works  
Doug Felling, Director, District 7  
Ginger Ghemard, Executive Director, VCTC

1  
Continued

*Don't let  
this be  
an overpass*

## Comment Letter A-13



## Response to Comment 1

The text has been revised to include your comment.

## Response to Comment 2

The text has been revised to include your comment.

## Response to Comment 3

The text has been revised.

## Response to Comment 4

The text has been revised to include your comment.

## Response to Comment 5

The text has been revised to include your comment.

## Response to Comment 6

As indicated, there are "No Parking" signs posted along the overpass and the area on either side of the gate on Rocky Peak Road. There are also "No Parking" signs posted along Rocky Peak Road in front of the present dirt westbound on-ramp and the eastbound off-ramp. These "No Parking" areas are enforced by the City of Simi Valley in accordance with Simi Valley Municipal Code 7220. No legal parking would be eliminated.

The Rancho Simi Recreation and Park District currently owns a parcel of land adjacent to the project that is planned for future development as a parking area for the park. This parking area should accommodate approximately 25 vehicles.

Comment Letter A-13

Mr. Ronald Kostreki, Deputy Director  
CALTRANS, Division of Environmental Planning (VEN-118)  
Page 2

If you have any questions relating to this matter, please contact Senior Planner Michael Kuhn  
at (805) 583-6776.

Sincerely,

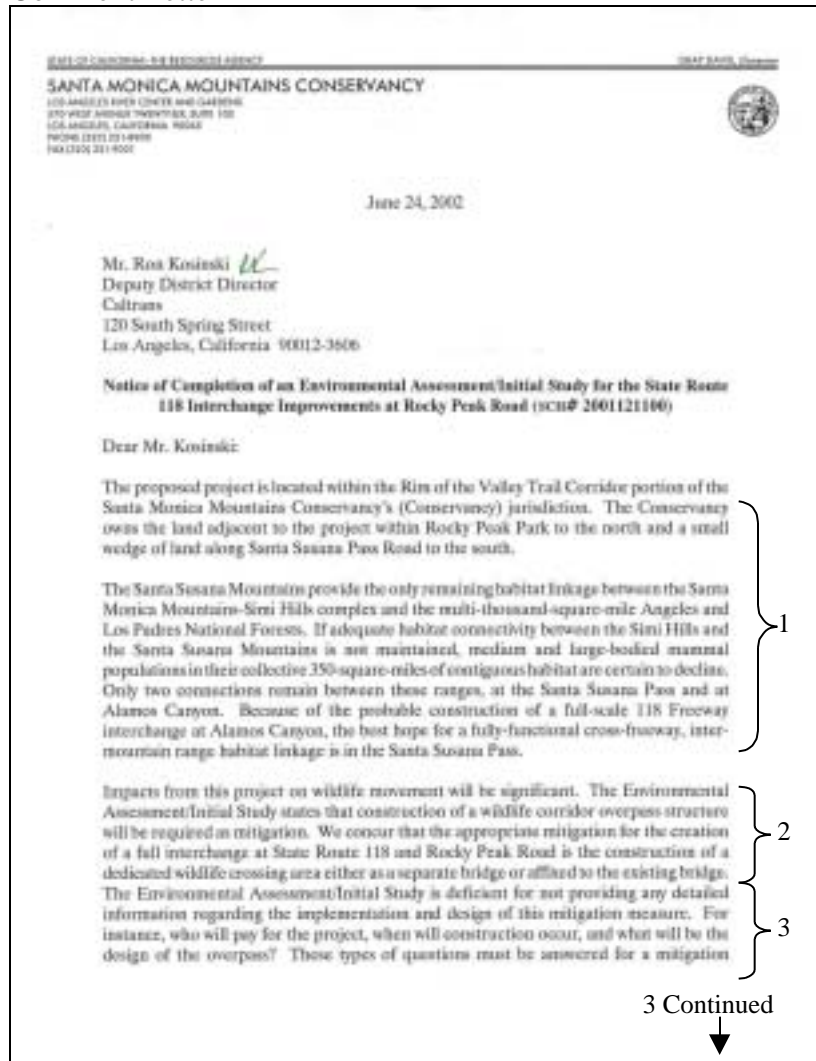


Al Boughner, Director  
Department of Environmental Services

cc: Assistant City Manager, L. Magrini  
Deputy Director/City Planner  
Deputy Director/Traffic Engineer  
Principal Planner/Zoning Administrator  
Senior Planner, M. Kuhn



## Comment Letter A-14



## Response to Comment 1

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.

The environmental document has been revised to address this issue.

## Response to Comment 2

Comment noted.

## Response to Comment 3

Please see Response to Comment 1 above.

## Response to Comment 4

Please see response to comment 1 above.

## Response to Comment 5

Lighting to minimize impacts will be taken into consideration in the project lighting plan.

## Response to Comment 6

A monitoring program is not being proposed as mitigation for the project but as part of a corridor study to determine the wildlife movement. Please see Section 3.2.4 of the environmental document for an update on environmental impacts and mitigation.

Comment Letter A-14

Caltrans  
State Route 118 Interchange Improvements at Rocky Peak Road  
June 24, 2002  
Page 2

measure to be valid or meaningful. The bridge should be covered with soil and native vegetation, and all land leading up to the bridge should be restored with native vegetation. Solid sides should be erected to block the view and noise of the highway to crossing wildlife. Unless the current project can generate the minimum \$2 million plus necessary to construct a linked new bridge structure, then a strong chance exists that enhancement of a major freeway crossing improvement will never be constructed.

Overpass Alternatives

To ensure that adequate mitigation is implemented, the environmental documents must include an alternative to the construction of an overpass for mitigation of wildlife movement impacts. A mechanism that guarantees the implementation of any such alternative mitigation must be in place. That fail-back mechanism should be the establishment of an in-lieu fee program. The environmental documents must include a specific dollar amount that would go into this program if freeway crossing structure enhancements are not undertaken. The funding contribution for the subject project must be committed to the in-lieu fee program to acquire open space between the interchange and Box Canyon Road or should be pooled with other funds to construct a freeway crossing structure. Acquisitions in this area are critical to ensure wildlife movement between the interchange and the core habitat of the Simi Hills. More specifically, if an in-lieu fee amount is established this project specific mitigation must be sufficient to complete a contiguous corridor of protected land between the interchange and Box Canyon Road. This corridor would be located primarily south of Santa Susana Pass Road. The Mountains Recreation and Conservation Authority (MRCA) authorized the establishment of such an in-lieu fee program on June 24, 2002.

Lighting has also been shown to impact the movement of wildlife. For this reason, no lighting should be added to the Rocky Peak overpass and its corresponding on- and off-ramps. Project design and mitigation must include a specific Lighting Plan.

The mitigation for biological resources also states that a monitoring program to track wildlife movement in the area shall be proposed. The mere proposal of a monitoring program does not constitute real mitigation. A defined monitoring program to track wildlife movement must be included as a mitigation measure. The details of this program must be well described.

The Environmental Assessment/Initial Study states that the removal of native plants will be mitigated at an offsite location and that a plan would be established once designs for the improvements are completed. The restoration plan also must be clearly outlined in the

3 Continued

4

5

6

7

7 Continued

Response to Comment 7

Comment noted. This will be determined depending on the results of the comprehensive wildlife corridor study. Please see Response to Comment 3 above.

Response to Comment 8

There are “No Parking” signs posted along the overpass and the area on either side of the gate on Rocky Peak Road. There are also “No Parking” signs posted along Rocky Peak Road in front of the present dirt westbound on-ramp and the eastbound off-ramp. These “No Parking” areas are enforced by the City of Simi Valley in accordance with Simi Valley Municipal Code 7220. As a result of the proposed project, no legal parking would be eliminated.

Response to Comment 9

The proposed project would not require the use of any publicly owned land from a park, recreational area, historic site, wildlife and waterfowl refuge, or any land protected by Section 4(f) that is of national, state or local significance as determined by federal, state or local officials. No legal parking would be removed within or adjacent to the project area; therefore, no impacts to accessibility to the park have been identified.

Response to Comment 10

The proposed project involves the construction of the EB off-ramp and WB on-ramp on SR 118 at Rocky Peak Road Overcrossing. The initial grades for these ramps already exist. Existing native vegetation should remain where feasible and new landscaping should consist of native seed. The project would not contribute to cumulative visual impacts.

## Comment Letter A-14

Caltrans  
 State Route 118 Interchange Improvements at Rocky Peak Road  
 June 24, 2002  
 Page 3

environmental document. This should include a planting list, where the restoration will occur, a monitoring plan for the restoration, and the size of the area to be restored.

7

Continued

Our comment letter on the Notice of Preparation stated that the proposed improvements to the interchange at State Route 118 and Rocky Peak Road will also reduce the accessibility of Rocky Peak Park to the public. A clear response to this comment was not given in the subject document. During most weekends, approximately ten to twenty cars are parked along the bridge and just north of it. The changes to the intersection proposed in this project will create additional traffic, thereby removing parking for the trailhead at Rocky Peak Park.

8

The Rancho Simi Recreation and Park District owns Corriganville Park south of State Route 118 and adjacent to its right-of-way. The northeast corner of the intersection of Rocky Peak Road and Santa Susana Pass Road, which is part of Corriganville Park, is flat and graded. The most appropriate mitigation for the reduced accessibility to the Rocky Peak Park trailhead is the creation of a natural surface parking lot for up to twenty-five cars on the piece of land owned by the Rancho Simi Recreation and Park District. The Rancho Simi Recreation and Park District is willing to maintain the parking lot once it is built. The Rancho Simi Recreation and Park District makes recommendations in their comment letter.

9

Mitigation for visual impacts to Santa Susana Pass and its adjacent public lands should include funding for the purchase of APN 2723-001-011, which is 0.17 acres and lies immediately north of Santa Susana Pass Road and adjacent to Corriganville Park. This property is also adjacent to the aforementioned lot proposed as a parking lot. The purchase of this property would assist in the protection of the area as a critical wildlife movement corridor. This agency has appraised the property and its value is less than \$10,000. The funding to acquire the property could also be put into the MRLCA's newly established in-lieu fee program.

10

The Conservancy appreciates the opportunity to comment. Please direct any questions or future correspondence to Paul Edelman, Deputy Director, of our staff at (310) 589-3200 ext. 128.

Sincerely,  
  
 MICHAEL BERGER  
 Chairperson

Comment Letter A-15



Response to Comment 1

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susana Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.

Response to Comment 2

Comment noted. Please see Response to Comment 1 above.

Response to Comment 3

You will remain on the mailing list and will receive a copy of the Final Environmental Document.

Response to Comment 4

Comment noted

## Comment Letter A-15

WHAT ARE WILDLIFE CORRIDORS AND WHY ARE THEY NEEDED?

Before developments produced dense housing in the San Fernando and Simi Valleys and other relatively flat regions, wildlife, including mountain lions, black bears, mule deer, and other mammals ranged freely throughout the mountains, foothills, and flatlands but farming of crops was primarily limited to flatlands, leaving the local mountains to the wild animals and some cattle and sheep ranches. After World War II, massive subdivisions further limited the wild animals to the mountains and resulted in the construction of, among others, the I-5, 101, I-15, 118, 210, and other major highways as well as major secondary highways such as Topanga Canyon Blvd., Las Virgenes Road, and others without considering needs of wildlife to safely cross them.

Starting in about the mid-1970, biologists and others showed that open spaces, connected by what they called wildlife corridors/habitat linkages would be used by wildlife to travel between these open spaces. These studies showed that the shorter and wider the corridors are, the more that they would be used by wildlife.

The most important way for wildlife to surmount the 118 Freeway is the overpass between the Santa Monica Conservancy owned Rocky Peak Park and the Santa Susana Pass Road. This bridge allows deer and other prey animals to safely cross over the 118 Freeway while looking to see if there are predators such as mountain lions, coyotes, or bob cats are a threat to their survival.

Less important is the 15' high x 12' wide square culvert from Rocky Peak Park to Corriganville because it is narrower and the prey animals cannot see the predators.

Are there other, less important safe crossings? One is the Iverness Road underpass of the 118 Freeway. However, it leads to the gated, privatized Indian Falls and Indian Springs developments which have only a four foot wide opening for wildlife next to a guard house.

Please note that the bridge over the 118 Freeway is the Santa Susana Pass is the most important way that wildlife can safely cross the freeway to/from the Simi Hills from/to the Santa Susanas. Hence, this crossing is vital for wildlife to travel from/to the much larger Los Padres and Angeles National Forests to/from the Santa Monica Mountains via the Santa Susanas and Simi Hills. Should this corridor be severed, then mountain lions will become extinct in the Santa Monica and Simi Hills in about 40 years due to inbreeding. This will remove their control of populations of mule deer and other species which are presently the prey of mountain lions and allow populations of other predators such as bob cats to proliferate. Overpopulation of deer and other animals will harm the plant communities.

Reference: "Critical Wildlife Corridor/Habitat Linkage Area Between the Santa Susana Mountains, Simi Hills, and Santa Monica Mountains"; Prepared by the Nature Conservancy as corrected in Feb., 1991. Prepared by Paul Sileman who now works for the Santa Monica Mountains Conservancy at 3700 Belstone Canyon, Malibu, Ca. 90215. 213-456-7807

Comment Letter C-1

**QUESTION / COMMENT CARD**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
120 S. SPRING STREET  
LOS ANGELES, CA 90012

**Caltrans**

NAME: Ken VanEnden DATE: \_\_\_\_\_  
ADDRESS: 12030 Tulsa Street CITY/ZIP: Chatsworth 91311  
REPRESENTING: Chatsworth Land Preservation PHONE: (818) 852-0488

☐ I wish to speak. ☐ I would like to have the following question answered.  
☐ I would like to have the following statement filed for the record. I am ☐ opposed ☐ in favor ☐ Neutral to the project.  
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

I am interested in obtaining studies that  
may have been done, or will be done in the  
future regarding how this project impacts  
the 118/Topanga on-ramp/off-ramp traffic.  
Thank you,  
y

Caltrans Services • QDC Card 17700

C-1-1

Response to Comment C-1-1

You will remain on the mailing list and receive a copy of the final environmental document.

Comment Letter C-2

**QUESTION / COMMENT CARD**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
120 S. SPRING STREET  
LOS ANGELES, CA 90012

**Caltrans**

NAME: Nancy Razenski DATE: 6/26/02  
ADDRESS: 22149 James Alan Cui CITY/ZIP: Chatsworth  
REPRESENTING: Foundation for the Preservation of the Santa Susana Mts PHONE: (818) 341-3512

☐ I wish to speak. ☐ I would like to have the following question answered.  
☒ I would like to have the following statement filed for the record. I am ☒ opposed ☐ in favor ☐ Neutral to the project.  
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

The location is in a rustic area  
that is in a listed Significant  
Ecological Area #21 designed by  
the LA County. The traffic  
would increase in the area.  
It would impact wild life  
migration in the area.

Caltrans Services • QDC Card 17700

C-2-1

C-2-2

C-2-3

Response to Comment C-2-1

Comment noted.


Response to Comment C-2-2

The results of the recent traffic studies are included in Chapter 3 of the environmental document.

Response to Comment C-2-3

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.

## Comment Letter C-3

QUESTION / COMMENT CARD	
<small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 100 S. SPRING STREET LOS ANGELES, CA 90010</small> 	
NAME: <u>Jerry England</u>	DATE: _____
ADDRESS: <u>2424 Los Alamos St.</u>	CITY/ZIP: <u>Chatsworth 91311</u>
REPRESENTING: <u>Chatsworth Echo</u>	PHONE: <u>(818) 701-0141</u>
<input type="checkbox"/> I wish to speak. <input type="checkbox"/> I would like to have the following question answered. <input type="checkbox"/> I would like to have the following statement filed for the record. I am <input type="checkbox"/> opposed <input type="checkbox"/> in favor <input type="checkbox"/> Neutral to the project. If you would like to speak or have your question answered, please hand the card to a Caltrans representative.	
<u>How will this benefit Chatsworth residents?</u>	
<u>How is wildlife migration benefited?</u>	
<u>How do I obtain a study?</u>	
<small>Graphic Services - 200 Case 1/1/00</small>	

## Response to Comment C-3-1

This project will benefit commuters using State Route 118 by improving safety. As a result of the project, the response times for emergency vehicles responding to calls on westbound State Route 118 will be reduced significantly.

## Response to Comment C-3-2

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts to wildlife. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.

## Comment Letter C-4

QUESTION / COMMENT CARD	
<small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 100 S. SPRING STREET LOS ANGELES, CA 90010</small> 	
NAME: <u>WALTER N. PRINCE</u>	DATE: <u>6-27-02</u>
ADDRESS: <u>19025 PARKWAY ST #200</u>	CITY/ZIP: <u>WATSONVILLE 95224</u>
REPRESENTING: <u>PRIDE</u>	PHONE: <u>(818) 983-6300</u>
<input type="checkbox"/> I wish to speak. <input type="checkbox"/> I would like to have the following question answered. <input type="checkbox"/> I would like to have the following statement filed for the record. I am <input type="checkbox"/> opposed <input type="checkbox"/> in favor <input type="checkbox"/> Neutral to the project. If you would like to speak or have your question answered, please hand the card to a Caltrans representative.	
<u>NEED TRAFFIC STUDIES FOR EVERY INTERSECTION ON</u>	
<u>S.S. 118 ROAD, BETWEEN ROCKY BEACH + TOPONGA CANYON. TRAFFIC</u>	
<u>WILL GREATLY AFFECT ALL HOMEOWNERS NADEN OF THE</u>	
<u>118 FREEWAY</u>	
<small>Graphic Services - 200 Case 1/1/00</small>	

## Response to Comment C-3-3

Please see Chapter 3 of the environmental document for a discussion on traffic projections.

## Response to Comment C-4-1

The results of the recent traffic studies are included in Chapter 3 of the environmental document.

C-4-1

Comment Letter D-1

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
101 S. SPRING STREET  
LOS ANGELES, CA 90012

QUESTION / COMMENT CARD

NAME: Bill F. LeWalter DATE: 6-26-02

ADDRESS: 1082 Mesa Dr. CITY/ZIP: San Jose, CA 95128

REPRESENTING: \_\_\_\_\_ PHONE: 857 526 5675

☐ I wish to speak. ☐ I would like to have the following question answered.  
☐ I would like to have the following statement filed for the record. I am ☐ opposed ☒ in favor ☐ Neutral to the project

If you would like to speak or have your question answered, please hand this card to a Caltrans representative.

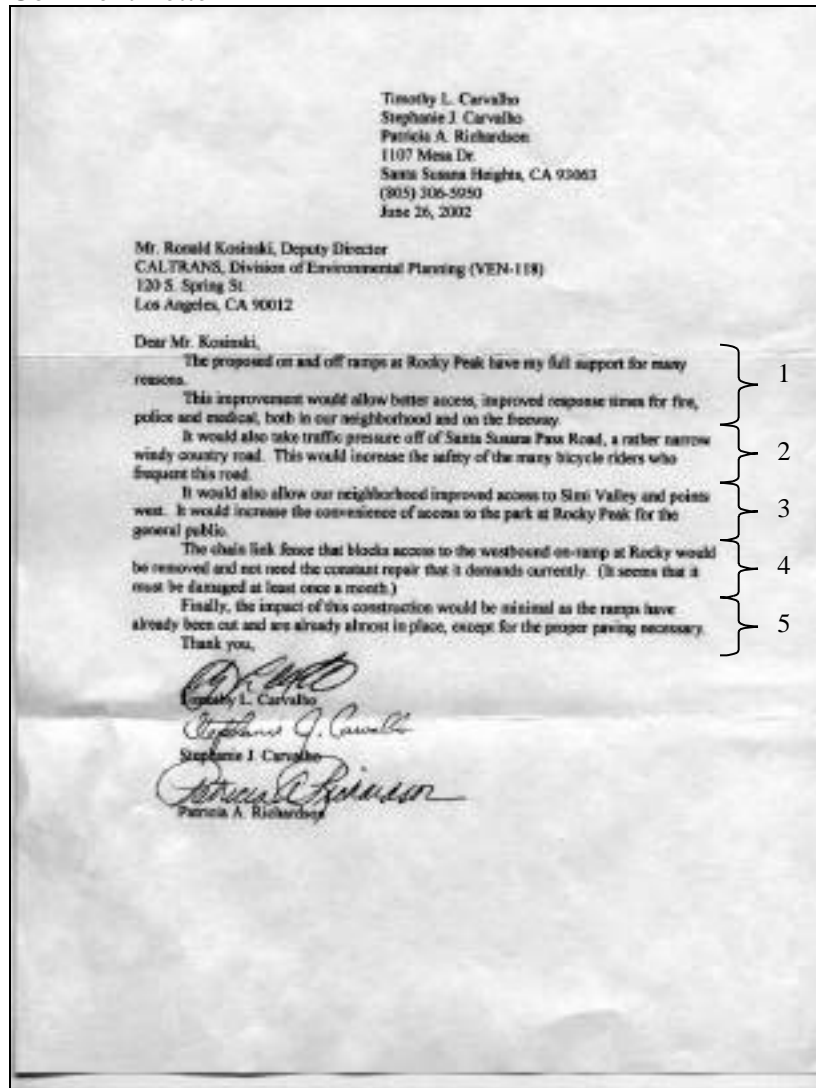
Graphic Services • DEC Card 1/1/00

Response to Comment 1

Comment noted.



Comment Letter D-2



Response to Comment 1

Comment noted.

Response to Comment 2

Comment noted.

Response to Comment 3

Comment noted.

Response to Comment 4

Comment noted.

Response to Comment 5

Comment noted.

Comment Letter D-3

QUESTION / COMMENT CARD	
<small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 130 S. SPRING STREET LOS ANGELES, CA 90012</small>	
	
NAME: <u>Teena Takata</u>	DATE: <u>6/24/02</u>
ADDRESS: <u>9629 Boden Ave</u>	CITY/ZIP: <u>Chatsworth, CA</u>
REPRESENTING: <u>Self</u>	PHONE: <u>(818) 703-1040</u>
<input type="checkbox"/> I wish to speak. <input type="checkbox"/> I would like to have the following question answered.	
<input checked="" type="checkbox"/> I would like to have the following statement filed for the record. I am <input checked="" type="checkbox"/> opposed <input type="checkbox"/> in favor <input type="checkbox"/> Neutral to the project	
<small>If you would like to speak or have your question answered, please hand this card to a Caltrans representative.</small>	
<u>We need an EIR to disclose traffic and</u>	
<u>wildlife impacts of this development.</u> } 1	
<u>See attached letter.</u>	
<u>Please provide me notice of any future hearings</u>	
<u>where additional information is available.</u> } 2	
<small>Graphic Services - GSC card 11/00</small>	

Response to Comment 1

As a result of proposed mitigation measures, there should be no significant impacts; therefore, an Environmental Impact Report is not warranted (CEQA Guidelines sec. 15063).

The results of the recent traffic studies are included in Chapter 3 of the environmental document.

Response to Comment 2

You will remain on the mailing list and will be notified of any additional meetings.

Comment Letter D-4

For Submission, Caltrans Hearing on 6/26/92, Simi Valley, CA

Offramp near Kanan for access into San Fernando Valley does not address the key problem, traffic on Topanga Canyon already backs up between Chatsworth Street south to Marilla/Northoff in the morning. This merely increases backup on surface streets. The reverse problem occurs at night, sometimes standing as far south as Northoff Street.

Need traffic study to develop comprehensive solution to Topanga Canyon and DeSoto Avenue's "T" intersections. *How many cars are involved?*

Need to evaluate effect of traffic from additional offramp to streets along Santa Susana Pass Road, such as is a traffic signal needed at Rocky Peak Church? Is a traffic signal needed at the condominium projects that have their access road off Santa Susana Pass Road, just west of Topanga Canyon? What about Lila Lane, Box Canyon?

Need to evaluate "related projects" under development such as is done in an EIR - Deerlake Ranch north of 118 proposes 484 homes (possibly 428 homes now), and another condominium project is working its way through County planning. Deerlake proposes substantial modifications to 118/Topanga Canyon intersection, these should be considered here before spending millions on another set of offramps.

Traffic increase on Santa Susana Pass Road will be unmitigatable, and surely will represent over a 100% increase in traffic in that area; needs reviewed in EIR with traffic study. Increased signal time at Topanga Canyon to handle new Santa Susana Pass Road traffic that is turning right may decrease net flow of traffic through that intersection, as vehicles on Santa Susana Pass Road will be turning right there and slower due to a hard turn there.

Santa Susana Pass Road should be considered for no large trucks off offramp due to curves and unsuitable road construction for those trucks due to incline and many curves. Out of control trucks coming down the hill could be a major safety problem, too.

Need to consider Porter Ranch traffic increases, 3400 homes are being built there over the next few years.

Need to consider growth in Santa Clarita, Valencia, Simi Valley/Moorpark, and related effect on the 118 freeway and Topanga Canyon intersection with 118, such as the 20 year traffic projection required by Caltrans as part of the Deerlake Draft EIR.

An EIR on this project is needed due to the huge increase in traffic on Santa Susana Pass Road, a windy local road, to adequately consider the effect on the community and whether any real benefit will result. Real traffic problems are along Topanga, this will do little to solve the real problem.

Teena Talotta  
9629 Baden Avenue  
Chatsworth, CA 91311  
818 700-1040

*Wildlife corridors must be avoided - access across the 118 is very limited - use EIR to analyze, obtain public comment.*

Response to Comment 1

The results of the recent traffic study are included in Chapter 3 of the environmental document.

Response to Comment 2

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project. As a result of proposed mitigation measures, there should be no significant impacts; therefore, an Environmental Impact Report is not warranted (CEQA Guidelines sec. 15063).

Comment Letter D-5

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
100 S. SPRING STREET  
LOS ANGELES, CA 90012

QUESTION / COMMENT CARD

NAME: LARRY FRIED DATE: 4/26/02

ADDRESS: 5203 SENECA PI CITY/ZIP: SAN VALLEY, CA 92483

REPRESENTING: Self PHONE: (951) 520-6094

☐ I wish to speak. ☐ I would like to have the following question answered.  
☒ I would like to have the following statement filed for the record. I am ☐ opposed ☐ in favor ☐ Neutral to the project

If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

I AM IN FAVOR OF CONSTRUCTING THE ON-RAMP AND OFF-RAMP, HOWEVER I AM NOT IN FAVOR OF AN ANIMAL CLOSURE BRIDGE OVER THE Fwy. THE CURRENT TUNNEL SERVES ANIMALS. REVIEW THE STUDIES BEFORE PROVIDING A ANIMAL BRIDGE. A BRIDGE IS A WASTE OF TAXPAYER'S MONEY. THE NEW ON+OFF RAMP WILL BENEFIT POLICE AND FIRE EMERGENCY VEHICLES.

Graphic Services • 310 517-1100

Response to Comment D-5-1

Comment noted.

D-5-1

Comment Letter D-6

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
100 S. SPRING STREET  
LOS ANGELES, CA 90012

QUESTION / COMMENT CARD

NAME: ELAINE FREEMAN DATE: 6-26-02

ADDRESS: 2509 THOUSAND OAKS BLVD CITY/ZIP: I.O. 91362

REPRESENTING: \_\_\_\_\_ PHONE: 626 494 1336

☐ I wish to speak. ☐ I would like to have the following question answered.  
☒ I would like to have the following statement filed for the record. I am ☐ opposed ☐ in favor ☐ Neutral to the project

If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

The hearing was inadequate. Not specific information on options for wildlife corridor. The hearing was misrepresented in the newspaper.

Graphic Services • 310 517-1100

Response to Comment D-6-1

An open forum hearing format was chosen because it generally results in better communication with affected interests than do formal hearings; results in a greater and more balanced input from the public; and is less likely to result in confrontational situations. This format is also preferred because it provides an opportunity to discuss projects and proposals in an amiable setting.

Those who attended the hearing received Project Information Sheets and were informed of the project components and potential measures to minimize harm. The proper staff addressed questions presented at the hearing.

D-6-1

## Comment Letter D-7

**QUESTION / COMMENT CARD**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
150 S. SPRING STREET  
LOS ANGELES, CA 90012

NAME: Maureen Shirley DATE: 6/26/02

ADDRESS: 24 Shirley Drive CITY/ZIP: Box Canyon 91304

REPRESENTING: \_\_\_\_\_ PHONE: 818 588-7634

☐ I wish to speak. ☐ I would like to have the following question answered.  
☒ I would like to have the following statement filed for the record. I am ☒ opposed ☐ in favor ☐ Neutral to the project  
 If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

My concerns are regarding use of the area by  
our animal neighbors. I am against lighting  
the area. I am also concerned with  
traffic in this wildlife corridor. The animals  
that use this corridor prefer no lights and  
no additional car traffic.

Graphic Services • QC Card 011005

D-7-1

D-7-2

## Response to Comment D-7-1

Lighting to minimize impacts will be taken into consideration in the project during final project design.

## Response to Comment D-7-2

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.

The environmental document has been revised to address this issue.

## Comment Letter D-8

**QUESTION / COMMENT CARD**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
150 S. SPRING STREET  
LOS ANGELES, CA 90012

NAME: Dean Kuricki DATE: 6/26/02

ADDRESS: 1217 Mellow Lane CITY/ZIP: Simi 93065

REPRESENTING: N/A PHONE: 805 522-7925

☐ I wish to speak. ☐ I would like to have the following question answered.  
☒ I would like to have the following statement filed for the record. I am ☐ opposed ☒ in favor ☐ Neutral to the project  
 If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

Provide on/off ramps -  
Expanding money for Animal Crossing should NOT  
be Done -  
Provide sound walls instead at other locations  
along freeway -

Graphic Services • QC Card 011005

D-8-1

D-8-2

## Response to Comment D-8-1

Comment noted. Please see response to comment D-7-2.

## Response to Comment D-8-2

The area near Rocky Peak Road was investigated in the Rocky Peak Ramp Project. The future predicted worst-hour noise level (i.e. 61 dBA) is below the threshold set by the state and federal standards; therefore, no noise abatement is required.

Comment Letter D-9

**QUESTION / COMMENT CARD**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
100 S. SPRING STREET  
LOS ANGELES, CA 90012

**NAME:** JANICE KUNICKI **DATE:** 6/26/01

**ADDRESS:** 1217 MELLOW LANE **CITY/ZIP:** SIMI 93065

**REPRESENTING:** **PHONE:** 805.522.7925

☐ I wish to speak. ☐ I would like to have the following question answered.  
☐ I would like to have the following statement filed for the record. I am ☐ opposed ☐ in favor ☐ Neutral to the project.  
 If you would like to speak or have your question answered, please hand this card to a Caltrans representative.

*Instead of spending this much money on an animal crossing would you please do something to improve the horrible condition of the center divider. I'm embarrassed when people drive thru my city and see how ugly it looks.*

Graphic Services • GSC CARD 01000

D-9-1

Response to Comment D-9-1

Funding required for the proposed mitigation cannot lawfully be used for State Route 118 median improvements. It is required by law to mitigate environmental impacts of the project.

Comment Letter D-10

**QUESTION / COMMENT CARD**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
100 S. SPRING STREET  
LOS ANGELES, CA 90012

**NAME:** DAWN KOWALSKI **DATE:**

**ADDRESS:** 6437 FRENCH LAKE **CITY/ZIP:** 93063

**REPRESENTING:** **PHONE:** 1 1

☐ I wish to speak. ☐ I would like to have the following question answered.  
☐ I would like to have the following statement filed for the record. I am ☐ opposed ☐ in favor ☐ Neutral to the project.  
 If you would like to speak or have your question answered, please hand this card to a Caltrans representative.

*I FEEL THAT WE NEED TO INVEST IN THE WILDLIFE CORRIDOR WHENEVER POSSIBLE. TO TRAP ANIMALS FROM ROAMING AND PREVENT INTERFERING IS ESSENTIAL TO THEIR WELL BEING - SNAKE WARS IS ANOTHER ISSUE -*

Graphic Services • GSC CARD 01000

D-10-1

D-10-2

Response to Comment D-10-1

Comment noted.

Response to Comment D-10-2

Please see response to comment D-10-1

## Comment Letter D-11

**QUESTION / COMMENT CARD**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
12015 SPRING STREET  
LOS ANGELES, CA 90049

**NAME:** TONY WILLIAMS **DATE:** 6/26/02

**ADDRESS:** 2630 GEFEGETTE ST **CITY/ZIP:** JUNE VALLEY 93801

**REPRESENTING:** **PHONE:** (818) 527-0990

☒ I wish to speak. ☒ I would like to have the following question answered.  
☐ I would like to have the following statement filed for the record. I am ☐ opposed ☐ in favor ☐ Neutral to the project.  
 If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

I AM IN FAVOR OF THE ON AND OFF RAMP.  
SEVERAL YEARS AGO CALTRANS DID A STUDY  
TO TEST THE NOISE LEVEL COMING FROM THE  
118 FWY. IMPACTING HOMES NEAR THE FWY AND  
FOUND THAT THE NOISE LEVEL WAS WELL ABOVE THE  
POINT NEEDED TO ADD A SOUND WALL. WHY HAS THIS  
PROBLEM NOT BEEN ADDRESSED

Graphic Services - GSC Card 07-155

## Response to Comment D-11-1

The area near Rocky Peak Road was investigated. The future predicted worst-hour noise level (i.e. 61 dBA) is below the threshold set by the state and federal standards; therefore, no noise abatement is required.

D-11-1

## Comment Letter D-12

**QUESTION / COMMENT CARD**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
12015 SPRING STREET  
LOS ANGELES, CA 90049

**NAME:** Cheryl Rietveld **DATE:** 6/26/02

**ADDRESS:** 281 Wells Lane (Banc Canyon) **CITY/ZIP:** West Hills CA 91361

**REPRESENTING:** **PHONE:** 818-253-2216

☐ I wish to speak. ☐ I would like to have the following question answered.  
☒ I would like to have the following statement filed for the record. I am ☒ opposed ☐ in favor ☐ Neutral to the project.  
 If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

The wildlife corridor will be significantly impacted  
by the increase in traffic etc. I would like to  
see that you recognise that there ARE environmental  
impacts to this project and they need to be  
addressed. I propose no improvements take place.

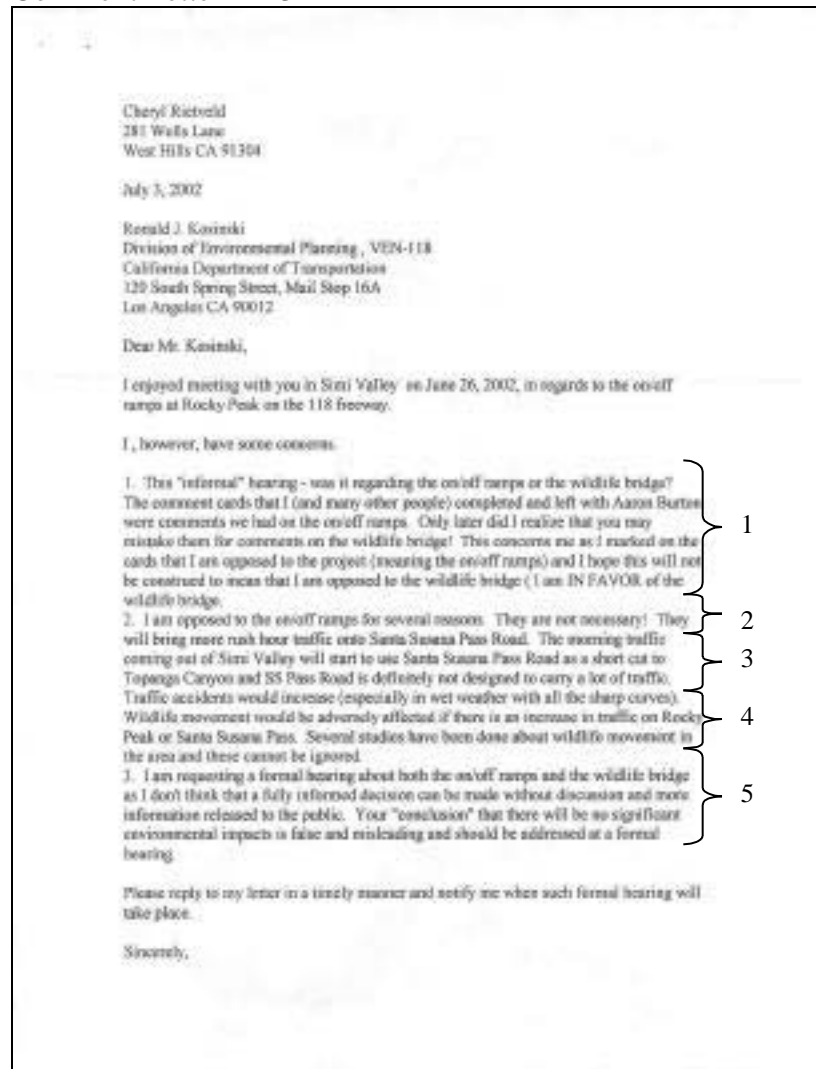
Graphic Services - GSC Card 07-155

## Response to Comment D-12-1

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.

D-12-1

Comment Letter D-13



Response to Comment 1

The Open Forum Hearing held by Caltrans was held to inform the public of the Rocky Peak Ramps Project and all issues concerning the project. The project proposes to construct the westbound on-ramp and the eastbound-offramp at the Rocky Peak/State Route 118 half-interchange. As a result of the proposed project, impacts would occur. The mentioned wildlife overcrossing was a suggested mitigation measure to alleviate potential impacts.

Response to Comment 2

The proposed project is intended to achieve the following goals:

- Improve safety
- Reduce the response time for emergency vehicles responding to calls on WB SR 118
- Allow commuters to use Santa Susana Pass Road as an alternate route in case of freeway closures
- Conform to state, regional and local plans and policies

Response to Comment 3

The results of the recent traffic study are included in Chapter 3 of the environmental document.

Response to Comment 4

Please see Section 3.2.4 of the environmental document for an updated discussion on environmental impacts and mitigation.

Response to Comment 5


Please see Response to Comment A-2-1



## Comment Letter D-14

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
1010 S. SPRING STREET  
LOS ANGELES, CA 90015

**QUESTION / COMMENT CARD**



NAME: John Williams DATE: 6/26/02  
ADDRESS: 2630 Goodlette Pl CITY/ZIP: Simi Valley 93063  
REPRESENTING: \_\_\_\_\_ PHONE: 805 527-5090

☐ I wish to speak. ☐ I would like to have the following question answered:  
☒ I would like to have the following statement filed for the record. I am ☒ opposed ☐ in favor ☐ Neutral to the project.

If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

We need sound walls for all areas that  
are affected since the 23 Fwy opened.

Graphic Services • QIC Card 1710-00

D-14-1

## Response to Comment D-14-1

The future noisiest-hour noise level based on 2022 traffic projections take into consideration the opening of State Route 23 and future traffic volume increase associated with it. After considering the future noisiest-hour noise level (61 dBA) for this area, no noise abatement was required.

## Comment Letter D-15

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
1010 S. SPRING STREET  
LOS ANGELES, CA 90015

**QUESTION / COMMENT CARD**



NAME: David Flay DATE: 2-28-02  
ADDRESS: 5493 Concord St CITY/ZIP: Simi 93063  
REPRESENTING: \_\_\_\_\_ PHONE: 805 527-6045

☐ I wish to speak. ☐ I would like to have the following question answered:  
☒ I would like to have the following statement filed for the record. I am ☐ opposed ☒ in favor ☐ Neutral to the project.

If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

As a social worker recently moved to Simi from Littleton  
Colorado, I understand increased need for emergency  
services access. I envision increased access for  
one main reason "FIRE."  
Thanks for a helpful solution.

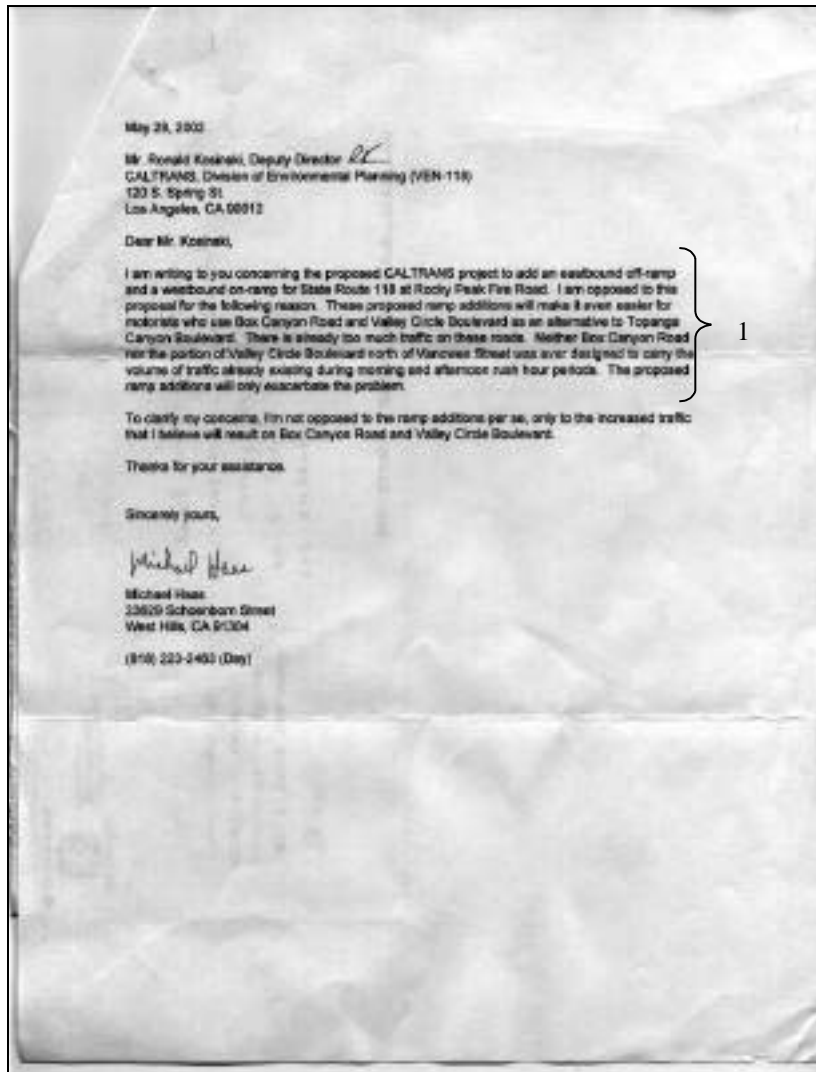
Graphic Services • QIC Card 1710-00

D-15-1

## Response to Comment D-15-1

Comment noted.


Comment Letter D-16



Response to Comment 1

Comment noted.

## Comment Letter D-17

QUESTION / COMMENT CARD	
<small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 1150 S. SPRING STREET SACRAMENTO, CA 95833</small> 	
NAME: <u>ELIZABETH STACEY</u>	DATE: <u>6/28/02</u>
ADDRESS: <u>3619 CLARIDGE COURT</u>	CITY/ZIP: <u>SIMI VALLEY, 93063</u>
REPRESENTING: <u>MYSELF</u>	PHONE: <u>(708) 527-8908</u>
<input type="checkbox"/> I wish to speak. <input type="checkbox"/> I would like to have the following question answered. <input type="checkbox"/> I would like to have the following statement filed for the record.    I am: <input type="checkbox"/> opposed <input type="checkbox"/> in favor <input checked="" type="checkbox"/> Neutral to the project If you would like to speak or have your question answered, please hand the card to a Caltrans representative.	
<u>Re: State Route 118 Interchange at Rocky Peak Overcross in Simi Valley</u> <u>am in favor of the proposed animal crossing bridge but only if</u> <u>scientific evidence shows it is needed to protect wildlife or that</u> <u>current animal underpass is insufficient. I am also concerned</u> <u>about the impact the on/off ramp would have on the parking area</u> <u>or the nearby hiking trail.</u>	

## Response to Comment 1

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.

## Response to Comment 2

There are "No Parking" signs posted along the overpass and the area on either side of the gate on Rocky Peak Road. There are also "No Parking" signs posted along Rocky Peak Road in front of the present dirt westbound on-ramp and the eastbound off-ramp. These "No Parking" areas are enforced by the City of Simi Valley in accordance with Simi Valley Municipal Code 7220. As a result of the proposed project, no legal parking should be eliminated.

The Rancho Simi Recreation and Park District currently owns a parcel of land adjacent to the project that is currently planned for future development as a parking area for the park. This parking area should accommodate approximately 25 vehicles.

Comment Letter D-18

FROM: PATRICK J. HILLIGER  
JUSTIN HILLIGER  
7899 MESA DR.  
SANTA VALLEY, CALIF. 93068  
(805) 564-3488

TO: MR. RONALD KOSINSKI, DEPUTY DIRECTOR  
CALTRANS, DIVISION OF ENVIRONMENTAL PLANNING (VEN-118)  
128 S. SPRING ST.  
LOS ANGELES, CA 90012

DATE: 6/26/02

DEAR MR. KOSINSKI,

THE PROPOSED ON AND OFF RAMP(S) FROM THE 118 FREEWAY TO ROCK PEAK  
HAVE MY FULL SUPPORT.

THIS WOULD ALLOW BETTER ACCESS FOR ALL SERVICES TO THE AREA AND  
ALSO PROMPT ME TO SHOP MORE IN SANTA VALLEY.

IT WOULD ALSO LIGHTEN THE TRAFFIC ON SANTA SUSANA PASS MAKING THINGS  
MUCH LESS DANGEROUS FOR BOTH CARS AND BIKERS.

THANK YOU.

PATRICK J. HILLIGER  
JUSTIN HILLIGER

} 1

Response to Comment 1

Comment noted.

Comment Letter D-19



Response to Comment 1

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.

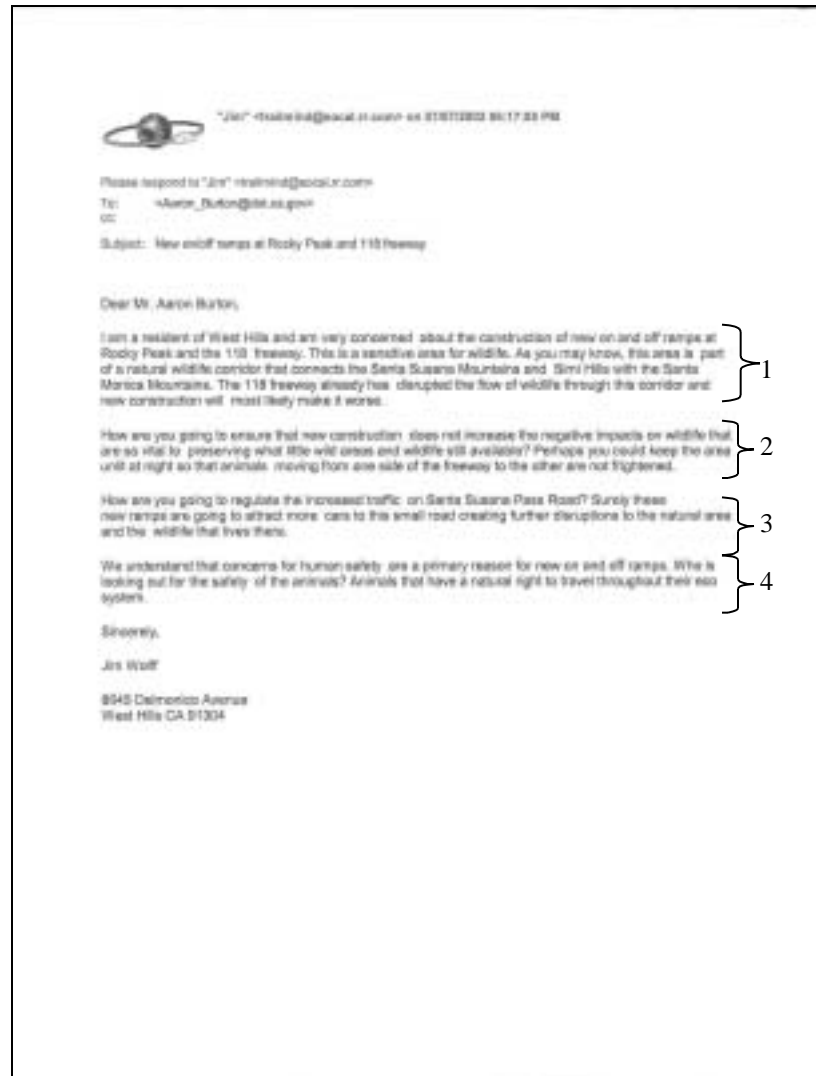
Response to Comment 2

If you find pavement deficiencies on state routes, please submit a Maintenance Service Request at <http://www.dot.ca.gov/maintform.html> or send your concern in writing to:

Department of Transportation  
 120 South Spring Street  
 Los Angeles Ca, 90012

If pavement deficiencies are found on city or county routes, please contact your local government offices.

## Comment Letter D-20



## Response to Comment 1

Comment noted.

## Response to Comment 2

A multi-agency task force consisting of representatives from Caltrans, the National Park Service, Santa Monica Mountains Conservancy and the Nature Conservancy has been developed to address impacts to wildlife corridors. Caltrans will conduct a comprehensive wildlife corridor study in the vicinity of State Route 118 to determine corridor locations between the Santa Susanna Mountains and the Simi Hills. This study will result in recommended measures to minimize harm resulting from cumulative corridor impacts. Caltrans is committed to mitigating such impacts and is taking a lead role in developing an in-lieu fee program to fund appropriate mitigation for them. \$200,000 will be contributed to the mitigation bank for potential impacts related to this project.

Lighting to minimize impacts will be taken into consideration in the project during final project design.

## Response to Comment 3

The results of the recent traffic study are included in Chapter 3 of the environmental document.

## Response to Comment 4

Please see sections 3.2.4 and 3.2.17 of the environmental document for a discussion on biological resources.

## Comment Letter D-21



Theodore Best <tbest@earthlink.net> on 11/17/10 05:30:53 PM

To: Anne\_Burton@dot.ca.gov  
cc:  
Subject: Wildlife Corridor - SR118 @ Rocky Peak

Mr. Burton,

This is a request to block any efforts to degrade or destroy the wildlife corridor which now exists at Rocky Peak Road. With the construction of the 118, Caltrans effectively isolated numerous animal habitats, leaving only a handful of wildlife corridors for the approximately 35 miles of this freeway. Any attempts to further damage these populations will be detrimental to the entire ecosystem. We would appreciate any response so we will know how to proceed.

Thank you,

Theodore Best & family

} 1  
} 2

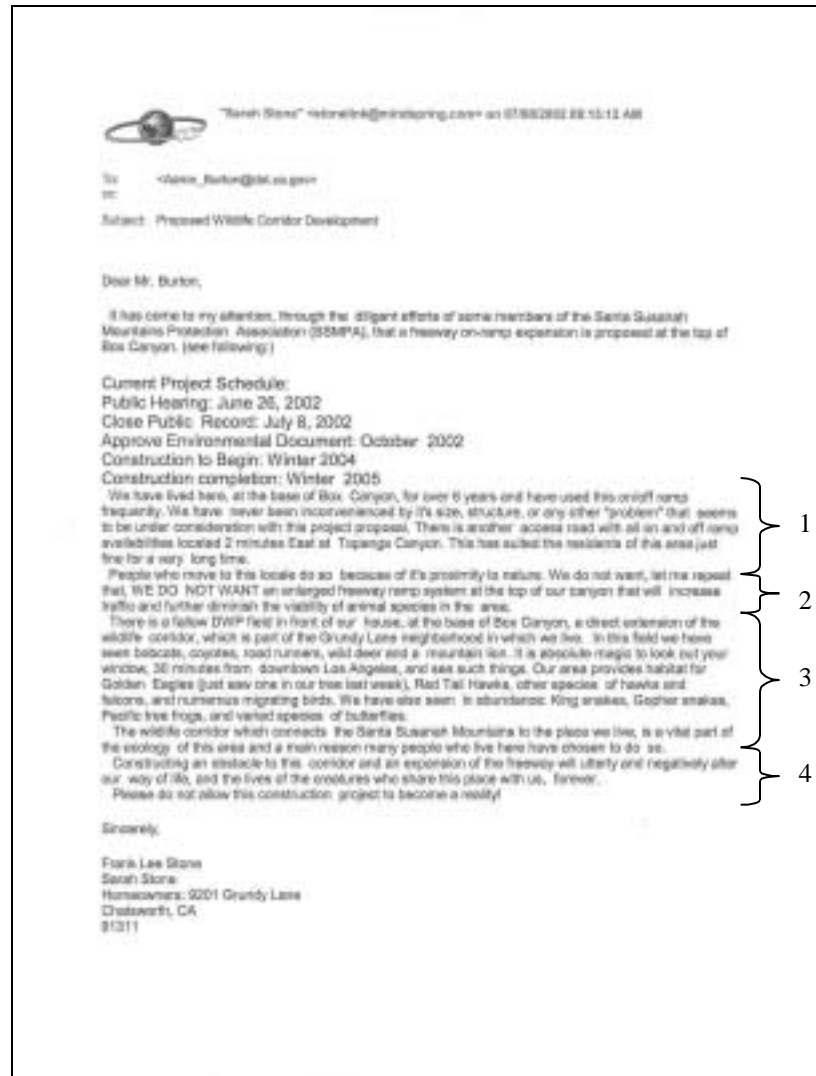
## Response to Comment 1

Comment noted. Please see sections 3.2.4 and 3.2.17 of the environmental document for a discussion on biological resources.

## Response to Comment 2

You will remain on the mailing list and receive a copy of the final environmental document.

Comment Letter D-22



Response to Comment 1

Comment noted.

Response to Comment 2

Comment noted.

Response to Comment 3

Comment noted.

Response to Comment 4

Comment noted. Please see sections 3.2.4 and 3.2.17 of the environmental document for a discussion on biological resources.



## Comment Letter D-23

**QUESTION / COMMENT CARD**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
125 S. SPRING STREET  
LOS ANGELES, CA 90012

**NAME:** Asset L. Rosen **DATE:** 26 June 02

**ADDRESS:** 1771 Taty Avenue Way **CITY/ZIP:** 93062

**REPRESENTING:** San Joaquin Hills Club Bldg 33 of 88 **PHONE:** (360) 581-1770

☒ I wish to speak. ☒ I would like to have the following question answered.  
☒ I would like to have the following statement filed for the record. I am: ☐ opposed ☒ in favor ☐ Neutral to the project.  
 If you would like to speak or have your question answered, please hand this card to a Caltrans representative.

1 It is important to have a normal above ground corridor but  
new part of the existing Rocky Peak Road Bridge with measures for  
safe natural passage with water features on each end - also  
 2 the area under parking space + overflow if possible -  
more people would use the trails - you large maps  
went little - a sit down presentation like a simulation to  
The Santa Monica Mts Conservancy (over)

3 will you permit the Conservancy be  
permitted to have a formal sit down  
hearing with appropriate  
mix of Dialogue?

**After Stamp Here**

Ronald Kocinski, Chief, Office of Environmental Planning  
 California Department of Transportation, District 7  
 125 South Spring Street  
 Los Angeles, CA 90012

## Response to Comment 1

Please see sections 3.2.4 and 3.2.17 of the environmental document for a discussion on biological resources

## Response to comment 2

There are "No Parking" signs posted along the overpass and the area on either side of the gate on Rocky Peak Road. There are also "No Parking" signs posted along Rocky Peak Road in front of the present dirt westbound on-ramp and the eastbound off-ramp. These "No Parking" areas are enforced by the City of Simi Valley in accordance with Simi Valley Municipal Code 7220. As a result of the proposed project, no legal parking should be eliminated.

The Rancho Simi Recreation and Park District currently owns a parcel of land adjacent to the project that is currently planned for future development as a parking area for the park. This parking area should accommodate approximately 25 vehicles.

## Response to Comment 3

Please see Response to Comment A-2-1.